

in the town hall this afternoon and a great crowd was present in spite of the bad weather.

The Mayor's Report
"Commander Byrd and his companions came down on the sea this morning at 3 o'clock in front of the lighthouse here which had caught their attention and came ashore on their raft," Mayor Bonnet of Ver-sur-Mer told the Associated Press. "They were taken in by the lighthouse keeper. They are all perfectly safe and sound, and their families have been informed by telegraph."

Meanwhile the waves were breaking over the transatlantic monoplane America which was hardly more than 200 or 300 yards from shore and Admiral de Caqueray, naval commander at Cherbourg, was directing the operations to salvage the machine.

Sailors this afternoon boarded the airplane when the men receded out of sight and took off some instruments and documents. Rain was falling heavily as the men worked.

The airplane previously had been securely moored to shore by lines carried out from a launch under the direction of Captain H. A. Gibbons, French officer, who was sent to Ver-sur-Mer by the authorities as soon as word had been received of the descent of the America on the sea.

The fliers faced almost every type of adverse weather in their flight that lasted for almost two days. For hours over the Atlantic they were unable to see the ocean or determine with any accuracy, except with the aid of the radio, just where they were. On three occasions even the tips of the wings were obscured from the man in the pilot seat.

Wandering Over France

But it was over land itself that the greatest peril came. In the darkness of a rainy and stormy night, when their compass failed to work, they literally wandered about high in the air seeking a place to come down. The radio guided them over the sea, but somehow it failed to land. When their own signals were heard, as they were at frequent intervals, the receiving stations were unable to locate their position in the sky.

The most critical time of all came when it seemed to all the observers that they must be over Paris searching through clouds and fog for the lights of the Le Bourget field. Then their signals ceased. At last, at 1:25 o'clock in the morning, came an appeal for guidance. But no one knew where they were and help was impossible. Watchers around were forced to wait helplessly throughout the remaining hours of darkness, unable even to guess where the airplane had gone.

The reports from Ver-sur-Mer indicate that they actually were over Paris at 3 o'clock in the morning, and that for some reason, as yet unexplained, they turned back and went westward again. The last place the plane was actually seen was at Brest, about 200 miles west of the spot where it came down. That was at 8:33 p. m., when the French Cabinet crossed and it had clearly seen the distinguishing marks of the craft.

Incorrect Reports

After that the air was filled with all sorts of incorrect reports that the airplane had been sighted, even that it had landed safely at Issy les Moutineux. In the morning, however, it was announced by Commandant Renouvoise of Le Bourget air field, and the prefect of police, who later admitted that their information was erroneous.

The night was one of the worst of the season in Paris. Rain fell in torrents, the clouds hung low and so thickly that the sky was as completely hidden as the earth must have been to the men in the airplane. Contrary winds whirled about, and as hour after hour passed the watchers were sure the airplane had either been forced down or crashed at some spot in the fields or forests that surround Paris.

Among those who awaited news were Sheldon Whitehouse, chargé d'affaires of the American Embassy in the absence of Ambassador Harlick; Capt. Richard E. White, the naval attaché; H. A. Gibbons, personal representative of Rodman Wanamaker, backer of the flight, and Government officials. Clarence D. Chamberlin and Charles A. Levine, who know the difficulties that attend transatlantic voyage, also were there.

French Start Search

As the night wore on without definite news, the French Ministry of

the interior issued instructions that a complete search be made immediately of all four departments to the south of Paris in the belief that the fliers had been forced to alight at some isolated spot. The search had hardly been under way, however, when the news came that the aviators were safe at Ver-sur-Mer. First it was in a form like the false reports of the night and was received with skepticism, then details, meager to be sure, began arriving from point after point, and finally corroboration that made it true beyond a doubt.

Just where the false report of the landing at Issy-les-Moutineux came from it was impossible to determine. It was first spread as a rumor, was then made official at the commandant's office at Le Bourget.

Much time elapsed before a personal investigation by the newspapermen revealed the falsity of the report. For the reporters it was a hard job to get to Issy, which lies at the far end of Paris outside Porte de Versailles. It was a long run by car over bad roads.

Delayed by Local Customs
Then at Porte de Versailles there was an annoying stop for a checkup of the "octroi," or local taxes, which are charged on gasoline, and another run along a dark road to the field. There was not a telephone available out there at that time of night, and the same long ride back to Paris was necessary before central offices could be informed and the news authoritatively denied.

Most of the newspapermen, the trip took nearly an hour, and for those who were painstaking enough to check up all possible sources, even longer.

Just before 4 o'clock all the aviation fields in the vicinity of Paris and along the coast from Brest north to France in the big monoplane America marks the fourth great feat in the history of American aviation within the space of six weeks, even though bad weather at the end caused them to miss their goal.

As a test of airmanship and navigating skill, it was perhaps the most wonderful of all, for the reports of the flight disclosed, as it progressed, that Commander Byrd not only understood the weather, but he knew time he left the American coast, but for several hours was lost over France in a night rainstorm.

Relatively speaking, Lindbergh and Chamberlin and Levine on their transatlantic crossings and Maitland and Hegenberger in their flight to Honolulu had fair weather voyages. Fog was with Byrd almost continuously.

Step in Aviation Progress

As a demonstration of progress in aviation, it was another important step toward, for not only did it prove the possibility of flying passengers across the ocean, but that transatlantic airplanes can be equipped with radio to keep them in frequent touch with ships or shore. While the fate of previous transatlantic flights was unknown save as at prolonged intervals the plane was sighted over land or by ships, the automatic radio letters of the America were being heard by some one on ship or shore.

During the entire trip to the French coast, or the America herself was successfully sending messages: telling of her progress.

More southerly than either the Spirit of St. Louis or the Columbia was the course taken by the America, yet the reports from the plane showed that fog could not be escaped nor head winds avoided. Over Newfoundland the America's wing tips almost disappeared from the pilot's view in the dense mist, Byrd reported in one of his messages, and for hours onward through the night the America flew with sky and sea still blanketed by it.

Commander Byrd Relates

Story of Air Wanderings
LONDON, July 1 (AP)—Commander Richard E. Byrd was completely lost in continuous dense rain clouds from the moment he left the French coast at Brest last night in his effort to find Paris, says a story quoted by the Evening News by its Cherbourg correspondent.

Telling of the all-night battle of the American in a rainstorm which ended with a cold plunge at 5 o'clock this morning in the sea at Ver-sur-Mer, a tiny French bathing resort, Commander Byrd said:

"I hoped to be able to find my way to Le Bourget by wireless, and at one time, about 2:30 a. m., must have passed very near Paris. All the way we were fighting our way through a blanket of mist and rain and couldn't see 50 feet ahead.

"We must have flown in circles for the next wireless call of which I picked up a fragment showed that we were somewhere near Havre.

"We went on, hoping for a rift in the clouds through which we might see land when they came. But we were running terribly short of gasoline."

Commander Byrd also was quoted as saying that his wireless apparatus failed to pick up land signals, and that his compass was completely out of order.

French Fishermen Tell

Story of Forced Landing
COURMELLES-SUR-MER, France, July 1 (AP)—Two fishermen named Martin and Marius, witnesses of the descent of the transatlantic monoplane America into the sea just off Ver-sur-Mer this morning, were the

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Flight Value Stressed in President's Message

By the Associated Press

Washington
THE congratulations of President Coolidge were cable to Commander Byrd by the State Department.

"I send you my sincere congratulations on your successful flight across the Atlantic," the message said. "I have followed your distinguished and courageous career in aerial navigation with interest and admiration. Your flight to the North Pole proved the effectiveness of the airplane in adding to the scientific knowledge of the unexplored surface of the world, and I am sure that your present flight will notably advance our knowledge of the conditions which must be met and conquered to make transatlantic aerial navigation commercially practicable and safe."

First to greet Commander Richard E. Byrd and his three companions and to conduct them to safety.

The fishermen saw a raft-like object coming to shore and said that they ran to the water's edge where the aviators landed and declared their identity. The two French fishermen then took the American fliers to the house of M. Croffier, assistant mayor of Ver-sur-Mer, which was about a mile and a quarter from the place at which the landing was made.

M. Croffier received the aviators most cordially and Commander Byrd was quoted as telling him that the oil and gasoline of the America was almost exhausted and that they had been on the lookout for land.

Two of the American aviators went to sleep at the home of M. Croffier, while the other two were given beds at the home of the lighthouse keeper.

Byrd Success With Radio

Seen as Safety Guarantee

NEW YORK, July 1 (AP)—New records in long-distance airplane communication by radio, established by the America, were hailed today as the safety guarantee in transatlantic flights of the future.

As Commander Byrd kept a listening watch through the progress and attracted aid by his radio, so future fliers can establish constant protection for themselves when they become isolated in long jumps, authorities said.

In the 3000-mile jump through the fog walls and head winds of the stormy North Atlantic the automatic transmitter kept up its intermittent flashes, notifying the world that the craft was carrying on. Even in part of the storm the radio was kept working.

The navy department has been advised that the transmitter on the America, operating on 890 meters, established a 1000-mile daylight range in communicating with its hangar at Roosevelt Field, and a range of 1600 miles in reaching the station of the Radio Corporation of America at Chatham, Mass. This radius was fully up to the secret expectations of Commander Byrd, authorities said.

The results accomplished by the America are the most astounding example of the breakdown of individual isolation in the history of communication. Dr. Alfred N. Goldsmith, chief radio-casting engineer of the Radio Corporation of America, said:

"There is inspiration in the thought that four men in the wilderness of fog, high over the center of the Atlantic Ocean, were in closer touch with the population of two continents than if they had been standing at the busiest crossroads of a metropolis," he said. "The public acceptance of transatlantic airplane travel will be greatly stimulated because of such an outstanding accomplishment."

The complete radio installation

aboard the America weighed 115 pounds. A 24-pound transmitter, a modification of the standard naval aircraft set, delivered power of 150 Watts into the 450-foot trailing antenna of the craft.

The WTW signal was sent automatically at the rate of about 10 calls each minute. By turning a switch, Lieut. George O. Noville, radio operator, was able to receive either in code or by telephony.

Official Washington Happy

Over Flight Achievements

WASHINGTON, July 1 (AP)—Long hours of waiting by official Washington gave way today to unrestrained joy and relief with the word that Commander Richard E. Byrd and his transatlantic aviators were safe in France.

The Nation's chief executive, President Coolidge, at his summer White House in the Black Hills of South Dakota, exhibited extreme concern over the flier's safety. He instructed Everett Sanders, his secretary to receive word of the flight

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from the Washington Bureau of the Associated Press, and as soon as definite word of the safety of Byrd and his companions was received the Associated Press advised Mr. Sanders at Rapid City over long-distance telephone.

The relief over the aviators' safety was tinged with disappointment that their huge monoplane America had been forced down after they had fruitlessly endeavored to find the Le Bourget landing field at Paris. But the high navy officials, including Secretary of the Navy, Admiral Moffett, chief of navy aeronautics, who had remained awake to receive the reports from the Associated Press, felt that the safety of the naval aviator and his companions overshadowed everything else.

Commander Byrd's dash over the Atlantic through the fog and rain, which constituted extremely hazardous flying weather, was considered to demonstrate the effectiveness of the airplane and transatlantic flights even though he failed to reach his objective.

Proud Day for Services

It was a proud day for the federal services. The army was still exultant over the Hawaiian flight, while the navy rejoiced in her protégé, Commander Byrd, who had added to its and his own glorious aviation achievement of the North Pole conquest last summer by the transatlantic flight.

The experimental value of the flight possessed the greatest interest for the officials, it was evidenced in their congratulatory messages to Commander Byrd and his companions. President Coolidge, Secretary of State Kellogg, Secretary of War Davis and Byrd's own chief, Secretary of the Navy, all stressed this point.

"Once more America is thrilled by the splendid success of her aviators in spanning the Atlantic," the state department head said. "Secretary Davis, of the war department, added this tribute: 'Heartly congratulations to you and your associates on the flight by which again you link science and aviation.'"

A message transmitted by Secretary of the Navy, Mr. Clegg, to the naval attaché at Paris read: "The navy congratulates you and your crew."

"The entire personnel of the Bureau of Aeronautics congratulate you and wish you the greatest of achievements," said a cablegram to Byrd by Rear Admiral Moffett, chief of the Bureau of Aeronautics.

Berlin Much Interested

By Wireless

BERLIN, July 1 — Commander Byrd's transatlantic flight was followed here with the utmost interest, and Dr. Alfred N. Goldsmith, chief of the German navy, practically their entire front page to it.

Comparing the three ocean flights accomplished in the last five weeks it is pointed out that Lindbergh's feat was of a sporting nature.

Chamberlin already stressed the practical side by carrying a passenger, while Byrd placed transatlantic flying on a sound basis by carrying passengers and a mechanic, as well as wireless apparatus.

French Congratulations

PARIS, July 1 (AP)—Premier Poincaré today telephoned to Prefect Helias of the Department of Calvados in which the town of Ver-sur-Mer is situated to go there personally to convey to Commander Byrd and his companions the congratulations of the French Government on their transatlantic flight.

The Premier also sent a representative to the American Embassy to ask Sheldon Whitehouse, the counselor there, to transmit the felicitations of the French Government to the American Government.

Lindbergh Leaves for Ottawa

ST. LOUIS, July 1 (AP)—Col. Charles A. Lindbergh hopped off in his transatlantic monoplane Spirit of St. Louis at 9:03 a. m. today on an unaccompanied flight to Ottawa, Can., where he will participate tomorrow in the jubilee celebration of the Confederation of Canada.

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ARMY AVIATORS FETTERED IN HAWAII

Maitland and Hegenberger Will Leave Monoplane and Return by Ship

HONOLULU, July 1 (AP)—Lieut. Lester J. Maitland and Albert Hegenberger, who landed near here after their flight from Oakland, Calif., over 2400 miles of the Pacific Ocean, are planning to leave for San Francisco next week on the steamer Maui.

The giant Fokker monoplane, which made the longest flight over water, will be left in Hawaii for interisland flying by army aviators.

The love of the aviator for his airplane, like the traditional love of the sailor for his ship, was proved when Maitland and Hegenberger visited the great monoplane which bore them at nearly 100 miles an hour in the history-making flight of 25 hours and 50 minutes.

With only a couple of hours for rest, the fliers were out for a plunge in the sea. Afterward began a long list of social affairs where tribute was paid them for their exploit.

They called upon Maj.-Gen. Edward M. Lewis, commanding the Hawaiian department of the army; upon Rear Admiral John McDonald and upon Gov. Wallace R. Farrington. Later they were guests at a community luncheon.

A dinner at the home of Col. John H. Howard, department air officer, and a public reception at 9 o'clock was the evening program arranged for the fliers.

Maitland told the story of his flight over again, but this time he told it in four sentences, punctuated with smiles.

"Yesterday was the happiest day of my life," he declared. "I had planned and hoped and worked for that day ever since I first joined the service. When I saw Kaula and then Oahu I was the happiest boy in America. I'm very happy to be here and I'm pleased with the reception we've received. Thank you."

Hegenberger's talk was just as brief. He recounted his bewilderment at finding that they were "really here," and continued: "We're grateful that we were chosen for the mission. It is a dream come true. I can't find words to express my appreciation for the reception you have given us."

The crowd cheered as Maj.-Gen. Edward M. Lewis introduced each flier, linking their names with those of Leif E. Smith, the Capt. John Rodgers, Charles Lindbergh and Clarence Chamberlin.

Philippine Flight Plan

Enlists Navy Assistance

SPECIAL FROM MONITOR BUREAU
WASHINGTON, July 1—A trans-Pacific flight surpassing the feat of the Army in flying to Hawaii is planned for early August. The Detroit and Buffalo aviation interests which are promoting the expedition have been consulting with naval authorities and have asked the Navy to furnish navigating instruments.

It is possible that this flight may attempt to reach the Philippines, or even Japan. Lieut. R. Pond, retired naval flier, who pilots a giant transport airplane for Continental Motors, visited Washington this week and conferred with Rear Admiral William A. Moffett, chief of the Bureau of Aeronautics of the Navy.

The Navy is not giving out the details of the flight. It is learned, however, that in addition to the support of Continental Motors and other Detroit aviation interests Lieutenant Pond will have that of the Eberhart

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TEXAS PRIMARY LAW IN FIRST TEST NEXT YEAR

Opponents Say New Act Aimed at Negro Vote May Be Invalid

AUSTIN, Tex., July 3 (Special).—Texas political organizations have a full year to put into operation the new "white primary" law enacted by the recent special legislative session to replace the law held unconstitutional by the Supreme Court in the United States. The new statute, which authorizes state executive committees to determine the qualifications of the party's members, becomes law Sept. 5, and the first primary under its provisions is set for July 1928. When the state officers will be voted on.

Opponents of the measure, which was advocated by and signed by Dan Moody, Governor, claim that it may be as unconstitutional as the former act, and that it turns over to a small group of men the practical control of the State. The statute that the Supreme Court held invalid read:

"In no event shall a Negro be eligible to participate in a Democratic Party primary election held in the State of Texas, or in a Negro vote in a Democratic primary election, such ballot shall be void and election officials shall not count same."

Dr. L. A. Nixon had brought suit against El Paso officials for being debarred under this statute from the 1924 Democratic primary election and Mr. Moody, then attorney-general, arranged for a brief to be filed in the name of the State of Texas when the case reached the Supreme Court.

This court held that the Fourteenth Amendment gives Negroes the right to vote in primary elections as well as in later elections, and that this Texas law was a discriminatory law on account of race or color. The court held that it was not necessary to render a decision on the law being a violation of the Fifteenth Amendment, since its provisions were covered by the Fourteenth.

Mr. Moody recommended to the attention of the called session of the Texas Legislature the following:

What Bill Provides
The Supreme Court of the United States has held Article 1307 revised Civil Statutes 1925 is a violation of a provision of the Constitution of the United States, I submit for your consideration the repeal of this Article and the enactment of a statute which will vest power in the executive committee of the several

political parties to determine the qualifications requisite to membership in such parties.
As finally enacted, the new bill provides that "Every political party in this State through its state legislative committee shall have the power to prescribe the qualifications of its own members and shall in its own way determine who shall be qualified to vote or otherwise participate in such political party; provided that no person shall ever be denied the right to participate in a primary in this State because of former political views or affiliations or because of membership in organizations other than political parties."

While this act does not specifically mention the Negro voter, it is established as a substitute for the former "white primary" law and the term is generally carried over to apply to the new measure.

The provisions regarding former political affiliation or membership in organizations other than political parties is a reflection of the bitterly contested issues of recent years, involving the Ku Klux Klan and the bolters from the Democratic Party in 1924 when the Republican nominees for Governor received a heavy vote from participants in the Democratic primary.

Texas holds a special election next month at which the voters will pass on certain proposed Constitutional amendments. There are no primaries this year, however.

NEW JERSEY PARTIES MAKE THEIR CHOICES

Republicans Favor Mr. Coolidge; Democrats for Mr. Smith

TRENTON, N. J., July 1 (Special).—Calvin Coolidge and Alfred E. Smith are the official choices of New Jersey Republicans and Democrats for President in 1928, according to separate action taken by the Republican and the Democratic State conventions just held.

The Republicans went on record as favoring the return of Mr. Coolidge by endorsing as the keynote speech an address by Edward C. Stokes, chairman of the Senate Committee and one-time Governor, commending the Administration of President Coolidge and urging his reelection. The Resolutions Committee also added to the endorsement a platform plank advocating continued support of Mr. Coolidge.

The Democratic endorsement of Governor Smith included a declaration embodied in a resolution by State Senator Alexander Simpson, placing the Democrats of New Jersey on record as not having any "favorite son" for the presidential election next year. Inclusion of the "favorite son" reference in the Simpson resolution is tantamount to a submission of the Democratic organization intends to be for Governor Smith, irrespective of any candidacy which might be contemplated by a citizen of the State.

CHIEF ENGINEER RE-ELECTED BY BROTHERHOOD

Railroad Men Return to Former Method of Organization

CLEVELAND, O. (AP).—The Brotherhood of Locomotive Engineers, through its triennial convention here, reverted to its former method of organization in which the grand chief engineer is its chief executive officer.

The action, which eliminates the offices of president, first and second vice-presidents and secretary, and with the adoption of a committee resolution, which provided for the change, but made no mention whatever of the present holders of these offices.

A second resolution adopted by the convention authorized Alvanley Johnston, present grand chief engineer, to name a board of three temporary trustees to take over the management of the brotherhood financial enterprises.

William B. Prenter, president of the brotherhood; L. G. Frilling, first vice-president; Harry P. Daugherty, second vice-president, and C. E. Lindquist, secretary, are the officers who will be eliminated by the action.

The new setup of officers provides for a grand chief engineer, a first assistant grand chief engineer, a secretary-treasurer, a permanent board of three trustees for the financial operations, and an advisory board, to be composed of a group of assistant grand chief engineers, probably about nine in number.

After the close of the session, Johnston named the following as the temporary board of trustees:

G. O. Barnhart of Spokane, Wash.; C. W. Simpson of Lancaster, Tenn.; and A. J. Campbell of Fort William, Ont.

TO ELIMINATE TRADE BARRIERS

(Continued from Page 1)

collective action taken by as many states as possible.

6. It is satisfied with the report on the question as to how far industrial ententes contribute to the world's economic welfare in removing trade barriers.

7. The committee recommends that all prohibitions and other artificial hindrances laid in the way of free international movement of capital be removed.

Clearing Away Ambiguities
No less important was the Chamber's decision to approve the resolutions of the so-called international settlements group that will endeavor to throw light on the perplexing question of the balance of payments. A committee of experts will be formed, and before the next biennial session of the Chamber in 1929 it will attempt to clarify the so-called "invisible" items of payment such as shipping, insurance, immigrants, remittances and tourist trade, etc.

The clearing away of ambiguities by probing reparations and their effect on world trade, and by tracing the flow of capital is viewed hopefully by financiers and manufacturers from all parts of the world now in Stockholm. The claim of economists that the flow of loans from America to Germany and other European nations has completely neutralized the effect of the reparations payments and the allied debt payments to America—and to this extent the concealed influences of reparations payments—it is believed needs to be elucidated.

Commercial Arbitration
The impression prevails that Europe cannot always repay its debts to America by loans and a certain group of the international chamber wants to visualize what is

going to happen when reparations and the allies' borrowing must be paid for, as eventually they must in goods or gold. While the resolution calling for an inquiry into this subject was not adopted it led to a discussion, which was participated in by Willis H. Booth and Fred I. Kent of New York, bankers; Sir Arthur Balfour, British economic authority; Henry Bell of Lloyd's Bank, Robert Mason, director of Credit Lyonnais and Mario Alberti, Italian financier.

Addresses were given on the advantages of commercial arbitration in the international sphere. Dr. Leslie Burgin of the general council of the League of Nations Union was among the speakers. The city's official entertainment of the delegates at the new town hall included music, dancing, and addresses in favor of better business relationships in Europe and in the world.

CONSERVATORY RECEIVES ORGAN

Study and Recital Room to Be Named for Former Head of Board

In honor of Samuel Carr, for several years president of its board of trustees, the New England Conservatory of Music will have a spacious organ room in the addition to the conservatory building now under construction. In the upper story of the room will be the three-manual organ which Mr. Carr had built for his residence in Boston and which has been presented to the conservatory by Mrs. Carr.

The new organ room, which will be directly connected with the present organ department in the old building, will be about 30 feet long, 20 feet wide and 20 feet high. The Carr organ will serve both as an addition to the school's teaching equipment and as an instrument for intimate recitals before limited audiences.

In addition to the gift of the organ the conservatory has received Mr. Carr's musical library, consisting of many vocal and orchestral scores together with much organ music. This library will be installed in the Carr room, which will serve as a meeting place for the students of the organ department for study and reading.

Mr. Carr, whose special interest in the organ has thus been memorialized at the conservatory, was for many years organist of Old South Church, and chairman of its music committee. Combining music and business with marked success, he was also a trustee of the Boston Public Library.

RUMANIA TO FREE POLITICAL PRISONERS

By Wireless via Postal Telegraph from Halifax

BUCHAREST, July 1.—When the Legislature convenes after the general election, the new Administration promises to pass immediately a law granting amnesty to political and military prisoners, and to those in exile for war-time offenses.

Press announcements state that the proposed law will be sufficiently broad to release political prisoners who have been in jail since the 1907 revolution, and that deserters still theoretically in exile, who refused to join the Rumanian Army during the World War, will be permitted to return unpunished.

CONSTRUCTION GAIN SHOWN

SPRINGFIELD, Mass., July 1 (Special Correspondence).—Construction during the first six months of the year in this city exceeded by \$50,000 that during the same period in 1926. It was announced at the Building Commissioner's office yesterday. The total for the last six months was \$5,062,461, against \$4,514,954 in 1926. New construction for which permits were issued in June will allow for the housing of 170 families, 36 in apartment blocks and 74 in dwellings.

ONTARIO STORE PROJECTIONS CALLED FAILURE

Experiment in Government Selling in Effect One Month Aids Drys

DETROIT, Mich., July 1 (Special).—That Ontario's experiment in the operation of government liquor stores inaugurated June 1 has thus far "failed" in certain respects is evidenced by the reported dissatisfaction in the Province with the regulations governing sales of beer and liquor as well as by the marked absence of the long-heralded rush of thirsty Americans from Detroit and other border cities.

The absence of American trade except on a comparatively small scale at the Government liquor stores, despite the influx of tourists into Canada at this time of year, is unquestionably at variance with the expectations of leading proponents of the Ontario liquor law who have been counting heavily upon this business to make possible its large scale operation.

This is emphasized from the fact that it was predicted several months before the inauguration of the experiment, that a large fleet of boats would be required by the ferry company to provide transportation for residents of Detroit and other adjoining cities who would be attracted by the liberalizing policy of the Canadian Government.

No Extra Boats Needed

According to officials of the Detroit & Windsor Ferry Company it is very apparent that there has been no need for such extra provisions for the statistical fact that traffic has shown an actual falling off since the Ontario liquor law has been made effective.

To some extent this is attributed to the unemployment situation in the automotive industry that has affected workers in cities on both sides of the border but it is emphasized by officials of the ferry company that this deficiency in traffic has not been made up by patrons of the Windsor liquor stores from the American side.

"We have certainly failed to notice any increase in passengers from the American side that is traceable to any rush of customers to the Ontario liquor stores," said one of the leading executives of the company, "and what's more we are not expecting any increase from this source."

While staffs of these Government liquor stores have been steadily increased since their opening, the care of customers more promptly, there are still numerous complaints by residents of Windsor and other Canadian border cities against the "red tape" controlling purchases, inquiry reveals. It has been by no means uncommon for customers to wait as long as an hour before all necessary forms are filled out to make possible their purchases. Dissatisfaction with these methods of operation has led to still further liberalizing of the government policy as a means of placating complaints, with the result that the sale of beer in half barrels by breweries direct to consumers has now been permitted.

Does Not Stop "Blind Pig"

Prices have accordingly been reduced to an average of four cents a glass in half-barrels and five cents

that usual, except making their liquor stores from bootleggers, often. These illegally operated stores are not able to patronize the government stores to make quantity purchases due to their early closing at 8 p. m., as well as by Americans constantly traveling between cities on both sides of Detroit River.

Activity in Ontario real estate, which was expected as the outgrowth of the liberalizing policy of the Government with respect to beer and liquors, has not materialized. Several real estate firms who have utilized this liberalizing policy as sales feature have been frowned upon by real estate men generally.

"There is little possibility that representative real estate firms will lower the dignity of the business by injecting any reference to the operation of Ontario liquor stores into their advertising or sales efforts," said Harry T. Clough, secretary of the Detroit Real Estate Board.

VAIL MEDAL GIVEN FLORIDA LINEMAN

First to Get Through Storm Area and Fix Lines

SPECIAL FROM MONITOR BUREAU
NEW YORK, July 1.—The Theodore N. Vail Gold Medal and an award of \$500 in cash has just been made to Oscar T. Koon by the American Telephone & Telegraph Company for "courage, resourcefulness and devotion to duty" during the hurricane in Florida last September.

Mr. Koon is long-distance section foreman of West Palm Beach, Fla. He was in Miami when the storm struck and set out for West Palm Beach to make a report to his company, traveling 85 miles, partly by automobile and partly on foot, through a wind blowing 100 miles an hour. He was the first to get through the storm area and the citation presented to him with the award states that it was through his prompt, courageous action "that communications were so promptly established with Miami and relief forces so quickly mobilized."

The Theodore N. Vail Gold Medal is the highest honor bestowed by the company. The presentation was made by Theodore G. Miller, general manager of the long lines department, in the presence of a group of Mr. Koon's fellow workers, long-distance executives and members of the committee making this national award.

In British Columbia

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It is to be found in the great majority of homes and is welcomed by father, mother and the children alike.

"The Province aims to be an independent, clean newspaper for the Home Devoted to Public Service."

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For Safety's Sake—demand CARBONA Cleaning Fluid

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cleanly and completely
removes all dirt and grease.

10-30-60 & 15 Size Bottles at all Drug Stores

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To make good salads taste better, use **Rudelco Olive Oil** as a base for all dressings.

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If your local store does not carry **Rudelco Olive Oil**, write us and we will see that you are supplied.

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17 Jay Street, New York

RUDELCO Olive Oil

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The New Fur Fashions

for 1927-1928

B. Siegel Co., always first to present the new, offers a wonderful collection of the New Fur Coat Fashions for the Season of 1927-1928 at special advance selling prices.

B. SIEGEL & CO.
DETROIT

from the plan of modernization of the University of California, the resources of the Nation in emergency.

He prefaced his remarks with the statement that he was not a militarist but added that there are certain phases of peace that must look toward adversity. He also held that as Congress possesses the sole power to make war it should be vested with full power to call to service the resources of the Nation both in men and material in case of war.

"War should be everybody's or nobody's," Mr. McSwain said. "Congress should therefore call into the ranks not only those who serve with the colors, but all the wealth and resources of the Nation."

Mr. McSwain voiced the opinion that if Congress had been vested with sufficient authority during the World War that such profiteering as there was would have not been possible and the war would have cost the United States considerably less than it did.

The speaker concluded by saying that if the all-resources mobilization plan were instituted it would not only prove a boon to the United States, but would aid the promotion of world peace.

J. W. Garner of the University of Illinois, in discussing Latin-American affairs, declared that the Monroe Doctrine has served its purpose and remains only as an entangling agency and a medium of propaganda.

"I hazard the belief," he said "that if it was discarded and never

to believe that the form it took under President Monroe it was not America, who were the beneficiaries; that at that time it was opposed but little in Europe, but that since its original promulgation the policy has undergone successive extensions which have transformed it and given it a meaning far beyond the original intent.

Professor Garner declared as now interpreted by us that under the policy European nations are forbidden to annex Latin-American territory while the United States respects no such restriction, as evidenced by the acquisition of the Virgin Islands. He states that it is certain that the United States would have raised objections had any European power sought to gain possession of these islands.

Professor Garner charged that there is a growing belief that the policy is today being used as a cloak for the justification of policies which have no relation to the protection of Latin America against European aggression, and that it is being used to advance "dollar diplomacy" and economic imperialism.

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Insular Affairs Consolidation Termed Administrative Need

Secretary Work Declares President Has Full Authority to Place Control of All Possessions Under One Bureau

SPECIAL FROM MONITOR BUREAU
WASHINGTON, June 30.—Better administration is contemplated in the proposed transfer of all insular possessions to a single bureau, said Hubert Work, Secretary of the Interior, commenting on the statement by the President that he would recommend such a change in management.

President Roosevelt, after visiting Porto Rico, said in a special message to Congress in 1906, that all insular governments should be placed in one bureau, either under the Department of War or the Department of State, with main responsibility to the State Department. "It is a mistake," he declared, "not to arrange our handling of these islands at Washington as to be able to take advantage of the experience gained in one when dealing with the problems that from time to time arise in another."

Porto Rico Transferred
Each of several departments at that time exercised rather indefinite control of a corresponding department in Porto Rico. By order of President Taft in 1909, Porto Rico was transferred to the Bureau of Insular Affairs. A section of the Code gives to the Governor of Porto Rico authority similar to that vested in the Governor-General of the Philippines and requires that he shall make a like report to the executive department of the Government that the President may designate. The War Department was designated by the President and thus Porto Rico was turned over to the Bureau of Insular Affairs.

"Our Government now has responsibilities and partial control of the territories of Alaska, Hawaii, the Philippines, Porto Rico, American Samoa, Guam, Virgin Islands, and the Canal Zone," said Mr. Work. "As Alaska and Hawaii are now operated under the Department of the Interior, it might well have the additional responsibilities of the other six possessions placed there."

Under authority of the United States Code and Revised Statutes, the Secretary of the Interior has exercised an extensive supervision over the organized territories of the United States, and is now exercising a like supervision over the territories of Alaska and Hawaii.

President May Appoint
President Roosevelt, by executive order, directed that "all official communications or reports from the executive officers of the territories and territorial possessions of the United States, viz.: Arizona, Hawaii, New Mexico, Oklahoma, Porto Rico, Alaska, Indian Territory, Samoa, and Guam, and all official communications or reports relating to territorial matters from and to all executive officers of the United States stationed in such territories and territorial possessions, shall be transmitted through the Secretary of the Interior."

This order was modified in so far as it related to the Island of Guam and other possessions of the United States in the Samoan group, by executive order, directing that such matters be transmitted through the Sec-

retary of the Navy. The executive power over the Philippine Islands is vested in the Governor-General, appointed by the President, and it is provided that he shall annually and at such other times as he may be required, make such official report of the transactions of the government of the Philippine Islands to an executive department of the United States to be designated by the President.

Panama Canal Under Navy
"The Canal Zone is governed by the President through a Governor of the Canal Zone and such other persons as he may deem competent to discharge the various duties connected with the care, maintenance, sanitation, operation, government, and protection of the canal and Canal Zone. All military, civil, and judicial powers necessary for the government of the Virgin Islands, are vested in a Governor, and such other persons as the President may appoint, to be exercised in such manner as the President shall direct, until Congress shall provide for the government of the islands. Supervision is now committed to the Secretary of the Navy."

Secretary Work declared that under the authority vested in the President by the different acts of Congress, he can by executive order designate the Secretary of the Interior as the head of the executive department through whom reports of the governors required to make them, shall be transmitted, and transfer such supervision and control now lodged in him, as does not under the law require direct personal action.

Same But Different: Americans planning to tour England should remember that baggage becomes luggage; elevator, lift; street car, tram; mail, post; and sidewalk, pavement.

CHAIRS and TABLES

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1519 Railroad Av. So., Seattle—Robert Dollar Bldg., San Francisco

NEW ERA COMING IN MOTOR FIELD

Believes Ford Is Forcing Lower Prices and More Consolidations

NEW YORK.—The introduction of a new model automobile by the Ford Motor Company, beginning Aug. 1, when manufacture of the famous Ford Model T will cease, will not only have a revolutionary effect on the automobile field, but will have economic and physical effects in the most remote corners of the world, according to J. George Frederick, economist.

In the July issue of the Review of

of manufacturers has been cut almost in half.

"If successful, the new Ford will increase the rush to replace old, it will service cars with the latest models. A new low price and a more attractive Ford will almost certainly inspire an unusually large number of replacements for several years.

"Since Ford is almost certain to try to regain his price monopoly after the cost of changing his plants has been made good, a third change his new model promises to bring is a spectacular effort to motorize America as never before. This will have powerful repercussions on city planning, on roads and on rural and semi-urban life. Moreover, it will lead to determined efforts to motorize the rest of the world; and because of equally determined tariff walls in European countries, smaller and more backward nations in other parts of the world will be motorized most rapidly, with important economic changes there as the inevitable result."

REFUGEE CAMPS NOW HOUSE 35,000

Progress in Flooded Area Is Reported by Mr. Hoover—Needs Are Studied

MEMPHIS, Tenn., July 1 (AP)—Herbert Hoover, Secretary of Commerce, back from a survey of the Mississippi Valley flood, said today that such progress had been made that of the 608,000 persons who have been dependent upon public support all but 35,000 have returned from the refugee camps.

Stopping in Memphis en route to Washington, Mr. Hoover gave out a general summary of the reconstruction situation which showed that of the 101 flooded counties in the entire valley, 50 are sufficiently out of water for the county committees to have completed a house-to-house canvass of rehabilitation needs.

Another 22 counties were mostly out of water will complete the surveys as to their final requirements within two weeks, he said.

HEATING INDUSTRIES ARE AMALGAMATED

UTICA, N. Y. (AP)—Merger of seven heating concerns located in New York, Pennsylvania and Massachusetts was announced here by Redward Norris, president of the Utica Heater Company. The new organization is to be known as the National Radiator Company. Headquarters are likely to be established in this city. Mr. Norris is to be president of the company under tentative plans.

Included in the merger are: National Radiator Company and Union Radiator Company of Pennsylvania; Utica Heater Company, Niagara Radiator and Boiler Company, Pierce, Butler & Pierce, and Continental Heater Corporation, New York; Gurney Heater Manufacturing Company, Massachusetts.

BRAZILIAN TRACTION PROFIT UP—Brazilian Traction, Light & Power reports for the year ended Dec. 31, 1926, net profit of \$1,745,279 (Canadian currency) after charges, amortization, reserve, etc., compared with \$5,355,286 in 1925.

"One thing is certain," he says. "If the new model sells in large quantities, one earmark of the era it will usher in will be a still stronger tendency to consolidate automobile companies. Only giants can compete with giants. Already the number of automobile manufacturers has dwindled remarkably. In 1923 six companies made 85 per cent of the cars, leaving only 15 per cent for the other 94 manufacturers. Today the number

Bonds of British Empire Firm, Says Canadian Editor

Advocates Establishment of Inter-Imperial Diplomatic Machinery to Enable Dominions to Keep in touch With One Another

Special from Monitor Bureau
CHICAGO, July 1.—The British Empire has developed into an association of free nations, united by bonds that will not readily be broken, John W. Duff, editor of the Manitoba Free Press and representative of the Canadian Department of Public Information at the Paris Peace Conference, declared in an address before an institute of politics being conducted at the University of Chicago by the Norman Wait Harris Memorial Foundation.

With each British nation fully self-governing, with no central and directing government and with practically no machinery for rapid consultation, this group of dominions possesses a capacity for co-operation that arises from a kinship of race and ideas, Mr. Duff declared. The commonwealth, he said, is a moral unit, and this is an assurance that it will be a political unit and a diplomatic unit as well when large issues affecting all its nations arise.

Mr. Duff declared that there is an immediate need for the creation of inter-imperial diplomatic machinery by which the dominions can be kept in constant touch with one another. At present, he said, there is no provision for the speedy interchange of views between the governments.

Allegiance for King
In Canada, as in South Africa, Mr. Duff declared, the Governor-General has ceased to be a British agent, charged with the duty of keeping his Government informed of happenings in the Dominion where he represents the King. In accordance with the new trend in policy, communications will pass from dominion governments to London and these forwardings appointments of diplomatic agents from one nation to another, he said.

"Given the facilities for prompt interchange of opinion and prompt notification of intended action, we can trust the political sagacity of the peoples concerned to work out a system by which they will co-operate in matters of common interest while leaving one another alone, where matters of only local interest are affected," Mr. Duff said.

There are many hopes of concerted action that are still far in the future. One of these is the dream of free trade within the Empire and a common tariff against the world. Trade between the various dominions is encouraged at present by preference; but there is a good deal of uneasiness about the concessions given by one British nation to another. Whenever the protectionist view of tariff prevails—and it is predominant at the moment in all the British dominions

—there is a steady tendency to retain the preference in form but to break it in spirit; that is, to make the preferential rate itself highly protective."

The great achievement of the 1925 Imperial conference, Mr. Duff said, was that it recognized the common allegiance to one king and that it accepted the theory that the dominion parliaments are not subject to external control.

GENEVA EXPERTS FIX SHIPS' SIZE

(Continued from Page 1)

parity on a much lower tonnage even than suggested in their original estimates, and that they cannot be blamed if a higher level claimed by the British compels them to demand more cruisers. America must be the judge of its own requirements, but it disclaims all idea of dictating to Great Britain regarding the latter's needs.

As the British repudiate any idea of competing with the United States, the controversy which at one time threatened to become warm, is now being settled, for the suggestion of dictating to Great Britain regarding the latter's needs.

In the meantime, the explanation concerning the battleships Rodney and Hood appears to satisfy the American delegation that the British had no sinister design in making their suggestions. As the Japanese desire to postpone the discussion on capital ships until an agreement is reached over auxiliary vessels, this will be done. The Japanese here criticize the British proposal to reduce the size of future cruisers, and

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insist on retaining eight-inch guns for this class of vessels.

On other matters the Japanese are apparently willing to accept any agreement as to size of ships and guns, the other two powers reach, provided they are allowed a larger ration for auxiliary vessels than for capital ships. They do not doubt a final agreement will be reached on all these questions.

The time for abolishing submarines as engines of naval warfare apparently has not yet arrived, for the naval experts of the tripartite conference failed today to follow the American suggestion, made on the opening day of the conference, that the United States would be willing to consider abolishing the submarine if such action were made universal. It is understood that the experts agreed today upon the five-inch gun as the largest cannon for submarines.

The British delegation proposed creating two categories of submarines, one with a maximum size of 600 tons, and the other with a maximum of 1600 tons, with an age limit of 15 years. The Americans are reported to favor a higher maximum size than 1600 tons on account of the paucity of American naval bases. It also is said that the Japanese have suggested making the age limit for submarines 12 years.

TEACHERS' FEDERATION RE-ELECTS PRESIDENT

Special from Monitor Bureau

CHICAGO, July 1.—Miss Mary C. Baker, principal of an Atlanta, Ga., public school was elected for a third term as president of the American Federation of Teachers. The eleventh annual convention of the organization in session here named Mrs. Florence Curtis Hanson, of Chicago, as its secretary and treasurer, to serve a second term, and Miss Selma Dorchardt, a high school teacher, of Washington, D. C., as its legislative representative.

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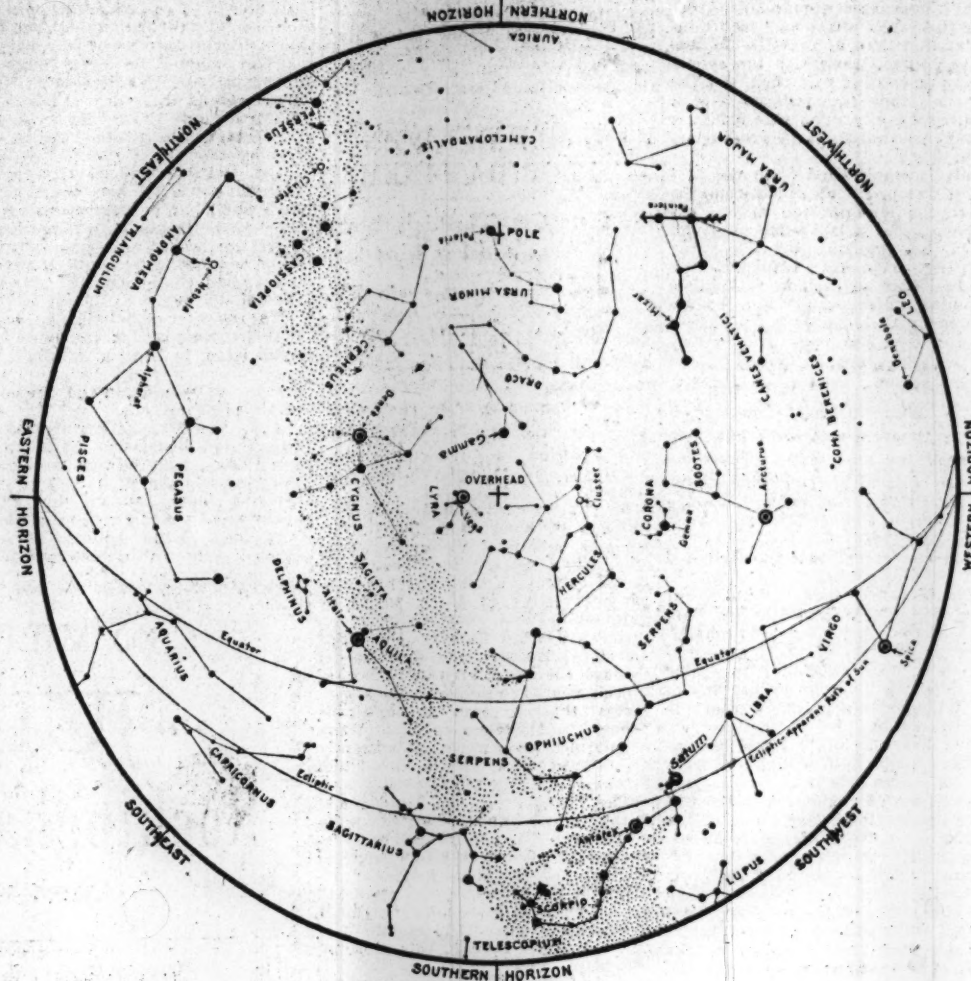
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Prepared for The Christian Science Monitor
The July Evening Sky for the Northern Hemisphere

The map is plotted for about the latitude of New York City, but will answer for localities much farther north or south. When held face downward, directly overhead, with the "Southern Horizon" toward the south, it shows the constellations as they will appear on July 8 at 11 p. m., July 23 at 10 p. m., Aug. 7 at 9 p. m. and Aug. 22 at 8 p. m. In local mean time. For "summer" time add one hour. The boundary represents the horizon, the center the zenith. For convenient use, hold the map with the boundary down corresponding to the direction one faces. The lower portion of the map thus held shows the stars in that part of the sky according to their relative heights above the horizon. The names of planets are underscored on the map.

those of our solar family. Any apparent superiority in their brilliancy is due to their nearness. Most notable at present is the planet Venus, unmistakable in its blaze of white light in the west after sunset. Venus is so bright that it may be seen even in broad daylight if we are able to look toward its exact position. With a telescope, even of small size, we shall see it now as a little half-moon, or later as a crescent. The planet shows, according to its position with respect to sun and earth, every phase from "new" to "full," as does the moon. The rather bright yellow object near the top of the curve of stars west of Antares is the rugged planet Saturn. A little later in the night the giant planet Jupiter will rise almost due east, and add its radiance to the sky. Mars, traveling near Regulus in Leo, sets quite early. To account for the other planets, we must locate Mercury, rising as a morning star before dawn about July 2. Uranus and Neptune are beyond the scope of the naked eye. In a glass they appear much like the neighboring stars.

The Constellations
July and August, pre-eminent vacation months, present a wonderful opportunity with their leisure and comfortable evening temperature. An easy chair, a fragrant haycock, or a vantage point on a hill, any of these will furnish our observatory. We should take with us a flashlight, which ought to be slightly dimmed to avoid dazzling the eyes while referring to the map. Remember that you are to look up at the ceiling of the sky; that the map represents the dome sky as the inside of an inverted bowl. To identify the stars in the southern sky, face south. Then the stars given on the map between the "Southern Horizon" and the point marked "Overhead" are before you from horizon to zenith. Above us stands the bright blue-white Vega, most beautiful of the summer stars. Toward the horizon and a trifle to the right is a reddish star, Antares, bright though distant and of gigantic size. Let us now face the north. Turning the map upside down we shall find the stars located on the map between the "Northern Horizon" and "Overhead" are those directly before us. Midway from the horizon to the zenith is Polaris, the North Star, a faithful guide to scout or seaman. Toward the northwest we shall easily recognize the Big Dipper in Ursa Major, one of the most familiar of our northern configurations. On the opposite side of Polaris, we find Cassiopeia's Chair in the northeast. Face west and hold the map with "Western Horizon" down. You will quickly pick up Arcturus, the star of orange hue in Bootes, with Hercules above and gemmed Corona between. In like fashion we may face east and trace the gauzy veil of the Milky Way adorned by Cygnus, the Swan, and Aquila, the Eagle. Delphinus will catch the eye. Lower down along the horizon are Andromeda and Pegasus, joined together in the Great Square of impressive size. This is only a

sample of the constellations that will be seen in the July evening sky.

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PACKERS GIVE REASONS FOR DIRECT BUYING

Spokesman Tells Co-operative Fluctuating Receipts Force It

Special from Monitor Bureau
CHICAGO, July 1.—The packers had an opportunity to present their views of the merits and disadvantages of direct buying, a discussion which has been in progress at the American Institute of Co-operation here.

Col. E. M. Wentworth, head of Armour's livestock bureau, defended a method of buying which is tending to reduce activity of co-operative organizations. Colonel Wentworth declared direct buying is the first step on the part of the packers in straightening out the mass of troubles developing at terminal markets.

"Thus far all established agencies in the marketing of livestock have failed to minimize materially the problem of fluctuating receipts," he reported. "Packer, producer, railroad and commission men and stockyard executive alike have considered the problem and have given it up because no scheme could be devised that would appeal to the self-interest of all that same time."

May See Great Change
"The co-operative organizations provide an existing foundation for effort of this sort. If the success they are at present recording continues some of us may yet see the day when orderly marketing will be prefaced by orderly production and livestock will be sold on specifications, just as grain and other farm commodities are sold."

On the subject of meat, the general public is little beyond kindergarten stage, said Dr. W. H. Mumford, dean of the college of agriculture at the University of Illinois. He recommended visiting a meat shop some Saturday afternoon to observe how patrons purchase.

"I do not fail to recognize that price meat would be much higher in price if there were more discriminating buyers who could judge meat by something other than price," he related. "I sometimes wonder what will happen to the meat dealer and the producer when the public becomes better informed. I believe this will come slowly, so slowly, in fact, that adjustments which must come as a result of a more meat-wise public can be gradually made to meet the changed conditions without great economic loss to anyone."

Prices too high to suit the consuming public, he pointed out, bring blame to farmer, packer or retailer and that each disclaims responsibility, though there never was a time when live stock in America was produced as intelligently from an economic standpoint as now, he said.

Loan Board Free of Red Tape
There is no need for apprehension that the Federal Farm Loan Board, in its administration of the intermediate credit law, will be hampered by red tape, the institute was assured by L. C. Grieser of Quincy, Ill., treasurer of the American Live Stock Credit Corporation.

He based his assertion on experience of his organization and related other observations to substantiate his conclusions.
"Erratic ups and downs of prices on the live stock market," followed a definite trend in an indefinite manner," explained H. B. Latham of the United States Department of Agriculture market news service.
"No two markets are alike but live-stock prices ebb and flow even when following a definite trend," he disclosed. "The markets zigzag themselves along, bulging and dipping as they react to more or less temporary influences; following over a long pull an upward or downward course in a shambling manner; developing small cycles within larger ones; uncovering interclass out-of-liveness which is corrected when conditions permit; following, in other words, a definite trend in an indefinite manner."

EX-RULERS MAY APPEAL TO COURTS

Reichstag Fails to Prolong Law Prohibiting Action

By Wireless
BERLIN, July 1.—The Liberals here are considerably agitated at the Reichstag's failure to prolong the law prohibiting members of former ruling families from appealing to the courts for the purpose of regaining the property from the German Republic. Although there were 233 votes in favor of prolongation, and only 167 against it, the law could not be prolonged since a two-thirds majority was needed, as it changed the Constitution.
It was interesting to note that the

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Government coalition split into two camps during the vote, the Roman Catholics supporting the law, and the German Nationalists and People's Party rejecting it.
Although the ex-rulers are now legally in a position to appeal to the courts they cannot do so for the time being, because they have pledged themselves not to take this step until December. This ample time is left for the states to come to terms with them, thus preventing them from resorting to this measure, which, in the past caused the states considerable damage and led to the introduction of this law, since the courts can only judge according to existing laws, which generally support the claims of the ex-rulers.

Queen Mary Dedicates University Women's Center

Famous Fifteenth-Century Building of Crosby Hall Becomes Club Rooms for British Women Students

By Wireless via Postal Telegraph from Halifax
LONDON, July 1.—Ancient Crosby Hall at Chelsea, with its now completed modern residential wing, was opened by the Queen today as a club house for women graduates of all nations. Flags presented by the diplomatic corps of 27 nations decorated the hall when Her Majesty was received there by a large and distinguished company, including Lady Buxton, Lady Aberdeen, Viscountess Rhonda and the leading educational and foreign representatives. Prof. Claribel Spurgeon, chairman of the Crosby Hall endowment fund, described the settle-

Fine Old Oak Roof at the Hall



Remarkable Example of Fifteenth Century Carving That Adorns the Roof of Crosby Hall, the New Center for University Women at Chelsea.

ROTARIANS TO BE RECEIVED BY KING GEORGE IN LONDON

Elaborate Program of Entertainments Has Been Prepared by British Clubs for the 2000 Representatives of Rotary Now on Visit From America

Special from Monitor Bureau
LONDON—Probably the largest, and certainly one of the most representative groups of Americans to visit Britain since the visit of the American Bar Association, is now in London. With 2000 American Rotarians and their families in the metropolis, London's hotel and shopping district has taken on a marked tinge of across-seas atmosphere.

The program arranged for the entertainment of the American visitors, most of whom have been spending three weeks on the Continent after the close of the great international Rotary meeting at Ostend, extends throughout the month of July. The British Rotarians, in planning for their guests, have put into practice the Rotarian aspiration of better international relationships through the closer acquaintance and the development of personal friendships. The leaders of the movement in Britain are confident that they will send the Americans home with a better knowledge of the British Isles and of the real British character than any other group of visiting Americans have ever acquired. The advance guard of Americans, some of whom have been in Britain for two weeks, enthusiastically approve the program laid out for their entertainment.

Tonight the visitors will be guests at a reception to meet the Lord Mayor and Lady Mayoress at the Guildhall. This will be an elaborate event, calling into use the ancient formalities that surround the distinguished office of Lord Mayor of London, and will be something which very few overseas visitors have ever seen before.

Tomorrow morning the King will receive the officials among the visiting Rotarians and their wives. This group includes those who are officers of Rotary clubs in America and will number about 75. It will be held in Buckingham Palace, where the royal courts are being held.

With these two events for their introduction into Britain, the visitors have a wide choice for the next four weeks. In addition to the 30-odd Rotary clubs in the London districts,

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ment as a club to enable women students who could not otherwise afford it to pursue their studies in foreign countries.
Special from Monitor Bureau
LONDON—The British Federation of University Women, with Prof. Winifred Cullis as president, has succeeded in their efforts to provide a central residence and meeting ground for women students of all nations. It is regarded as a great achievement to have secured such a fine specimen of fifteenth century domestic architecture as Crosby Hall for the work.
The old hall of Sir John Crosby was built in 1466 in Bishopgate, in the heart of London. In 1907 it was threatened with demolition to make room for city offices, and owing to the public-spirited activity of the City Association, the building with its beautiful oriel window and oaken roof was carefully removed and rebuilt in Sheyne Walk, Chelsea, on a site that was once the garden of Sir Thomas More, overlooking the river. Later the property was transferred to the British Federation of University Women, who launched an appeal to all interested in education and international progress to support an endowment and building fund.
The recently completed northern wing, built in a style which harmonizes well with the original medieval building, contains rooms for about 40 resident students and for the staff. Club rooms for the members of the National Federation of University Women have also been built.
All students must be engaged in research or post-graduate work and it is believed that the corporate life of this international center will contribute in no small measure to mutual understanding and usefulness.
Queen Mary not only consented to perform the opening ceremony, but showed her interest in the scheme by sending £50 with which to furnish a study bedroom for a British student.
The Queen of Norway has, too, furnished a room for a Norwegian student, while Dame Millicent Fawcett chose green and buff for one which she has had decorated, and Viscountess Harcourt, Sir Joseph Dwyer and Lady Pollock have also decorated rooms. The room furnished by Queen Mary is in russet and gold, with walnut furniture. It overlooks the river. A divan bed with gay chintz, a table, several comfortable chairs, hot and cold water, a bookcase and a writing table, chest of drawers and cupboard space are among the attractions of this charming room.
"It is significant of the interest taken in the scheme that funds have been so generously subscribed to. The warden of Crosby Hall is Miss Claribel Spurgeon, M. A., and to her all inquiries as to terms of residence should be addressed. The old hall will be open to visitors at stated times and will be used as a dining hall and place of assembly."

OHIO CITY PREPARES LINDBERGH WELCOME

CLEVELAND, O., July 1 (Special)
—Col. Charles A. Lindbergh, New York-to-Paris solo flier, will come to Cleveland for the public reception to be given by Myron T. Herrick, United States Ambassador to France, within the next two weeks. It was announced here by William R. Hopkins, City Manager, on his return from New York, where he conferred with Colonel Lindbergh.

Plans are rapidly getting under way for the reception to Mr. Herrick, which will take place in Public Hall and which will be participated in by every organization of the city. Preparations are being made under the direction of Mr. Hopkins, John D. Marshall, Mayor, and Col. Carmi Thompson, chairman of the Citizen's Committee.

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'RED' CHARGES ARE DEPLORED BY MRS. CATT

Leader Replies to D. A. R. Pamphlet and Defends Welfare Groups

In an open letter to the Daughters of the American Revolution appearing in the current issue of "The Woman Citizen," Mrs. Carrie Chapman Catt, president of the International Women's Suffrage Alliance and member of the Women's Council of National Defense, asks them to "think it over" before condemning innocent women on accusations of "Red" or anti-American activities.
She adds that "it would be particularly desirable for all sincere patriots to learn what Communists, Bolsheviks, Socialists, Liberals, Pacifists, ultra and otherwise, are, in order to detect the difference between these varieties."

Holds No Plot Is Shown
Mrs. Catt continues: "The motive of the D. A. R. organization in assisting in an anti-Red campaign would have been worthy and patriotic had the charges brought forth any one proof of the existence of a Bolshevik plot to overthrow the Government of the United States."
"You have distributed a pamphlet entitled, 'The Common Enemy,' and reprints from the Congressional Record, that throw suspicion upon high-minded women and women's organizations."

In reply to this pamphlet Mrs. Catt defends Miss Jane Addams of Hull House, Mrs. Florence Kelley of the National League for Women's Freedom, the Children's Bureau, the League of Women Voters, the General Federation of Women's Clubs, the Woman's Christian Temperance Union, the Young Women's Christian Association and the National Women's Trade Union League.

Objectives Are Confused
"You oppose these organizations," she writes, "because all have expressed the hope that peace will one day supplant war; that children will be taken from factories and sent to school; that mothers and babies will be benefited by national legislation; that this country may have as high a per cent of literacy as any country in the world," she states.
"These measures have no more connection with Bolshevism or So-

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FILM WORKERS WIN DELAY ON CUTS IN SALARY

Actors' Equity Association Reports Large Increase in Its Membership

HOLLYWOOD, Calif., July 1 (AP)—Film workers were able to go to their jobs at virtually all of the picture making studios with the assurance that their pay checks were safe from the producers' economy move for a least a month.

Twelve producers notified the board of directors of the Academy of Motion Picture Arts and Sciences that they would accede to the Academy's recommendation that hitherto ordered salary cuts of from 10 to 25 per cent be withheld until Aug. 1. In the meantime the workers themselves, through the Academy, promised to attempt to raise their efficiency to the point where wage reductions would be unnecessary.

The apparent victory of the workers failed to make any change, however, in the campaign for members launched by the motion picture section of the Actors' Equity Association immediately following the announcement that pay checks were to be pruned by the producers.

Conrad Nagel, chairman of the film equity section, declared that 800 motion picture players, including virtually all of the screen stars, now were Equity members, although the membership of that section had been negligible until but a few days ago.

Two of the leading "movie" makers failed to sign the letter accepting the academy proposals. These were Warner Brothers and Paramount-Pamphlet Players-Lasky. Warner Brothers, several hours prior to the announcement of 12 other studios, had declared the wage reduction would not be made in its pay roll.

JUDGE LINDSEY OUSTED
DENVER, Colo. (AP)—Ben B. Lindsey's long career as judge of the Denver Juvenile Court, which he founded a quarter of a century ago and made famous throughout the world, was interrupted when a court order officially ousted him, in line with the Colorado Supreme Court's decision last winter that he was illegally elected in 1924. The vacancy is expected to be filled by appointment of Robert W. Steele, attorney.

Large Book: With pages 10 feet long and seven feet wide, a book exhibited in New York had little competition as the world's largest book.

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IMPROVEMENT OF FACILITIES AT BOSTON AIRPORT IS ASKED

State Committee Established by Legislature Takes Up Study of Politics Through Which Commonwealth Can Foster New Transportation

To keep pace with the rapidly increasing interest in aviation and some 50 contemplated overseas flights, the Commonwealth of Massachusetts is undertaking the problem of adding hangars, lighting devices and other equipment to the present facilities at the Boston airport. Progress in aviation during the past few months appears to aeronautical men to be forcing a recognition by the Commonwealth that the filled-in flats of East Boston might be used even more profitably for a landing field than for the establishment of additional industries.

Members of Governor Fuller's recess airport committee, recently appointed, have expressed their personal opinions that Boston is the most favorably located United States port for transatlantic flying since it is nearer to Europe than any of the other large ports.

Standard lighting devices are needed, Gardner H. Fluke, member of the committee and former pilot, points out, in order to make landing in Boston at night safe. Automobile headlights are used for this purpose at present, and aviators are wary of going up after dark under this handicap.

"Parachute flares or large Roman candles burning for 15 minutes," Mr. Fluke says, "can be used for night landing, but they are generally used only in cases of emergency. It is unusual for a municipality of the size of Boston to be required to resort to such primitive equipment for landing."

"I hope to see the airport committee pursue a constructive policy. It is my ambition to see Boston the landing aviation center. Of the 4000 airports now existing in the United States, Boston was one of the earliest cities to establish a municipal airport. The term 'airport' was used first in Boston, when Gen. Clarence R.

Edwards, commander of the Twenty-sixth Division, adopted the term, which had been used earlier in England."

Mr. Fluke is a business man of Boston, but has had experience in aviation, having been an observer in the Twentieth Squadron and a pilot before that time. He suggests it would require perhaps six months to complete the Boston airport should the committee report favorably. The State has been reluctant to lease more land to the Federal Government for aviation purposes, and this is one of the considerations which will be weighed by the committee.

The State has, however, been generous toward aviation programs, Mr. Fluke stated. Nearly \$100,000 in all has been spent in providing Boston with a suitable landing field.

Paul J. Bertelsen, another member of the committee and a business man in East Boston, has suggested that seaplanes might be accommodated at the Boston airport. Flats and hangars are required. The flats adjacent to the airport have been mentioned by two members of the committee as a possible location for landing seaplanes. At present the flats are covered with several feet of water when the tide is in.

The committee has taken no action. Its report to the Legislature is due early in December.

The land at the Boston airport is owned by the Commonwealth, and is leased to the Federal Government for five years at \$1 a year. The lease reserves commercial user of the field to the State. One of the declared objects of the committee, when it was established by legislative act, was to study the relation between State and Federal regulations on aviation in an effort to make the State regulations conform to the Federal. The committee will recommend a policy for commercial aviation, and will report specifically as to the needs of the Boston airport.

NEW AIRPORT TO BE OPENED

(Continued from Page 1)

Wells, who carried the first air mail out of Boston one year ago today.

The Colonial Air Transport Company, which received the contract for the air mail route, has announced that after running into heavy financial deficits during the first months of operation of the new route, the daily average of mail carried has now risen from 10 pounds to 44 pounds, while the number of pieces carried has jumped from 200 to more than 1000.

Boston to San Francisco
Air Mail Line Sought
in Mayor Nichols' Plans

Mayor Nichols, in commemoration of the first anniversary flight of the air mail service at Boston, today inaugurated a campaign for the establishment of an air mail line between Boston and San Francisco. Via the air mail he sent letters to the Mayor of San Francisco and to the mayors of 23 other cities at intermediate points.

In his letter to James Rolph, Mayor of San Francisco, Mr. Nichols said in part:

"I am firmly convinced that the hour is at hand when an air route between Boston and San Francisco should be definitely established in behalf of both passenger and commercial aviation with stations appropriately marked and lighted upon the transcontinental route."

"I propose to the Federal Congress at the convening of the seventieth session at Washington in December to indorse a petition for such a route, and I sincerely trust we may be honored by your cordial co-operation."

"I firmly believe that upon the occasion of the presentation of my petition to the Seventieth Congress, I shall be honored by the hearty support of the cities of Massachusetts and New England."

"The remarkable air journeys of Lindbergh, Maitland, Hegenberger, Byrd and Chamberlain have stimulated national interest in commercial and passenger aviation, and it is the manifest duty of the Nation to urge that airports may be established in every city in the United States."

"I have also been apprised that approximately 2,000,000 letters have been carried in a single month over the 14 contract routes providing for the delivery of air mail."

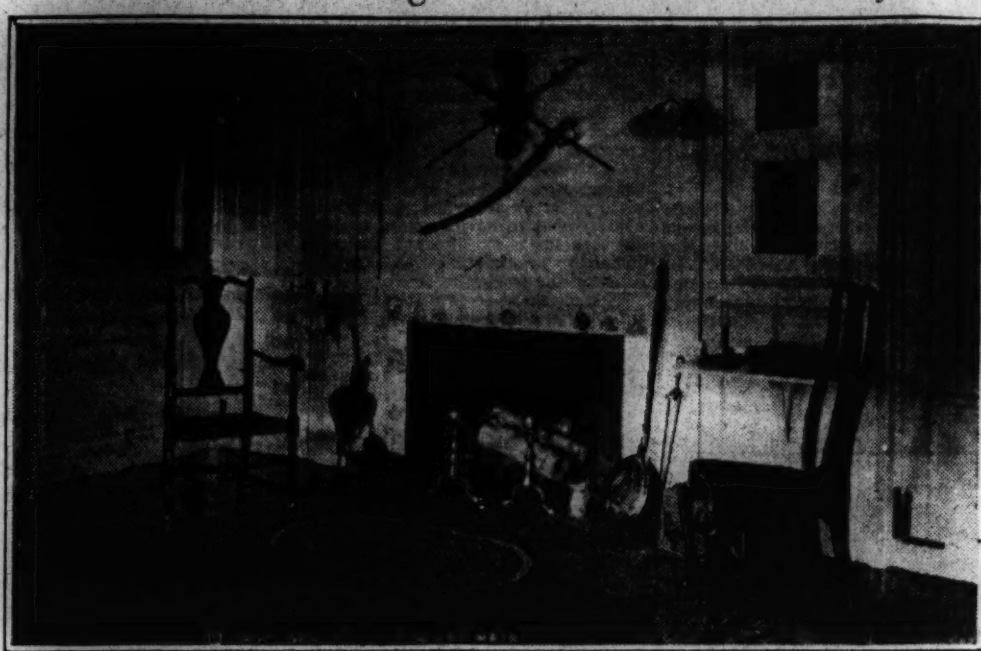
"In the development of commercial and passenger airplane service there comes an inestimable economic value. I believe no man will deny also that in such commercial and passenger airplane service and in the necessary building up of information relative to operation we are also providing for the American Nation a valuable adjunct of the national defense of the United States."

"May I call to your particular attention the fact that cities and towns upon the route of a transcontinental air service from Boston to San Francisco would find outlet at established stations, such as I have herein set forth, for the distribution both of their manufactures and products."

"If we are to retain our place in the progress attending commercial and passenger aviation with the nations of Europe an incentive is absolutely necessary that the mayors of American cities may use every power at their command to stimulate interest and commercial accomplishment."

The letters sent by Mayor Nichols to the Mayors of the other cities were considerably shorter, but along the same line. Some of the cities to which letters were addressed were: Hartford, Kansas City, New York, Chicago, Wichita, Kan., Cleveland, Detroit, Oklahoma City, Grand Rapids, St. Louis, Fort Worth, Dallas, St. Paul, Minneapolis, Milwaukee, Des Moines, Omaha, Salt Lake City, Los Angeles, Portland, Seattle and Colorado Springs.

Where General Gage Directed Affairs of Colony



Room in the Col. Jeremiah Page House at Danvers Used by the British Governor as His Office.

ARMY AIR CORPS EXPANDS STAFF AND EQUIPMENT

Special from Monitor Bureau

WASHINGTON, June 30.—Saturday, July 2, will mark the first anniversary of the five-year United States Army Air Corps development program.

As the new fiscal year starts, \$21,891,000 will be available for continuation of the Army Air Corps development program, which is expected to show marked advance over the year just ending, during which the following achievements have been made:

1.—Orders placed for 50 pursuit, 40 attack, 10 transport, 8 observation, 110 training and 4 amphibian planes. Of these craft 135 have been delivered. The balance will be forthcoming in the near future.

2.—Replacing of war-time wooden training planes with modern equipment for reserve and national guard flying. After Sept. 1 not a single "Jenny" will be in service. The discarding of these planes began on June 1.

3.—The development of new bombardment and attack planes far superior to those now in use.

New Flying School

4.—Establishing a new training school for flying cadets at Mitch Field, California, and expanding training facilities at Kelly Field and Brooks Field, Texas.

5.—Completion of the new establishment of the Army Air Corps Materiel Division at Wright Field, Dayton, with every modern facility for experimental testing and development.

6.—Participation by 109 army planes in maneuvers near San Antonio, Tex., in conjunction with the second division troops.

7.—The successful culmination of various army flying projects, including the California-Hawaii flight, the Pan-American "Good Will" mission, and two spectacular flights by pursuit planes—one into Canada in zero weather and one from Michigan to Texas, about 1300 miles, in less than 12 hours.

8.—Inauguration of policies which will increase participation of reserve officers and National Guard air units in military flying.

Aided Motor Development

9.—Many valuable contributions toward motor development, airplane construction, aerial navigation and aerial photography as the result of research work performed by the materiel division.

Out of the \$21,891,000 set aside for the army air corps development, in its second year, \$12,000,000 is authorized for the purchase of 590 planes of various types. Authorization is also given to increase the number of flying officers to 1100, to enlist strength to 10,000, and to place 110 reserve officers on active duty for one year.

By the act of 1922 the United States, if the five-year plan is realized, will have an army air corps of 1650 flying officers, 550 reserve officers on active duty and 15,000 enlisted men. The flying equipment will consist of 400 pursuit, 95 attack, 132 bombardment, 18 transport, 412 observation, 72 amphibians, 470 training airplanes and 110 aircraft of various types, in war reserve.

SMITH POLICIES ARE CHALLENGED

Republicans Question His Stand on Prohibition and Other Issues

Special from Monitor Bureau

NEW YORK—Gov. Alfred E. Smith's stand on prohibition, the tariff and economy is sought by the bureau of statistical research of the Republican state committee, which has just issued a challenge to him on some of the important national questions.

Assuming that Governor Smith will be a candidate for the Democratic nomination for the presidency, the committee says it feels he should be prepared to answer the challenge. The committee learned also that Governor Smith has been making a study of some of the national problems preparatory to discussing them at the coming conference of governors to be held at Mackinac Island, Mich., and among others has asked him to answer the following:

"Is Mr. Smith to be nationally wet or dry? Are Democrats of the West and South are anxiously awaiting his pronouncement and the wringing wet element of the eastern cities are as anxiously waiting for an answer."

"What are the Governor's convictions on the tariff? Will the Albany presidential candidate temper with the traditional free trade policy of the Democratic Party? Manufacturers and individual employees in all quarters of the country are eager for enlightenment."

STUDENTS TO VISIT MINES

VICTORIA, B. C. (Special Correspondence)—Twenty-five students of the Princeton University will visit British Columbia to examine mineral areas during the next few weeks.

TOWER MANUFACTURING CO.

For the fiscal year ending May 31, 1927, Tower Manufacturing Company, manufacturer of radio equipment, reported net earnings after taxes of \$29,560, equal to 41 cents a share on outstanding 72,000 shares of \$100 par value, compared with \$177,332, or \$1.82 a share, in the 1925-26 year.

HAPPY WEEK-ENDERS HURRY AWAY FOR DOUBLE HOLIDAY

(Continued from Page 1)

Last evening bound for Camp Brush Hill, at Paul Smith's in the Adirondacks, where they will spend the summer.

Check Car With Baggage

When Embarking for Europe

Motorists going to Europe may "check" their car much as they do their trunk, and have it delivered on making port as promptly as one gets other baggage. This is due to the increasing number of foreign automobile passengers for passage for their automobiles and it has caused the establishment of "garages" in one of the lower holds of various vessels, where cars are "parked" without the need for crating, during the passage across the Atlantic.

Announcement of this innovation in transatlantic travel was made at the local office of the International Mercantile Marine Company today, in connection with which an automobile department has been established as a definite part of the line's organization at New York. Foreign numbers, plates, driving licenses and customs passes, and a membership in a royal automobile club in the country which the traveler first visits are supplied as part of the service rendered in connection with transporting the car. This system is now in vogue on vessels of the White Star, Red Star, Atlantic Transport and Leyland lines.

Danvers Is Ready to Celebrate Anniversary of Its Incorporation

Old Town Set Off From Salem in 1752 and Which Has Many Interesting Seventeenth-Century Houses to Have an All-Day Program on July 4

DANVERS, Mass., July 1 (Special)—The 175th anniversary of Danvers as a town will be observed on July 4 with a program that begins with a salute of 21 guns at 7 a. m., by a detail of Battery F, 102d Field Artillery, includes a parade, sporting events, a baseball game and a banquet, terminating with a display of fireworks in the evening.

In addition many of the fine old houses, of which Danvers has so many, will be opened to the public and hostesses in quaint, old-fashioned garb will receive and show visitors about.

At the banquet, which will be held in Masonic Temple at 1 o'clock, speakers will be David I. Walsh, United States Senator; Judge Alden P. White of Salem, mayors of Salem, Beverly and Peabody, and the Rev. Henry A. Lyons and the Rev. Albert V. House of Danvers.

The parade, which will start at 9:30 a. m., will be in three divisions and will consist of military and civic units, companies of Boy and Girl Scouts, a grotesque section and decorated floats, of which 18 have already been entered.

Settled Nearly 300 Years

Although a town for only 175 years, the territory which comprises the Town of Danvers and the City of Peabody and which constituted the original district of Danvers as set off from Salem in 1752, has been settled for almost 300 years. In 1622 Gov. John Endicott built the first house within the limits of the town, on Orchard farm, a grant of 200 acres made him by the town of Salem. The particular portion of the farm on which this house stood is now owned by William Crowninshield Endicott, a lineal descendant, and the famous pear tree set out by the Governor nearly 300 years ago still blooms and bears fruit, although the house no longer exists.

Originally known as Salem Village, although located five or six miles from the town house, with the almost impenetrable forest between and the river as the best means of transportation in fair weather, the villagers early began to petition for a separate entity. Over a period of 75 years they agitated the project, petitioning, arguing and presenting reasons why the growing settlement should be recognized as a town, and finally in 1752 the petitioners were so far successful as to be set apart as a district, having all the privileges of a town but denied representation in the government of the colony. In 1757 this restriction was removed, although not with the King's approval, and Danvers became a town in every sense of the word. The words, "The King unwilling," on the town seal perpetuate the remembrance of his tyranny.

But the Danvers has more seventeenth-century houses than any other town in the country. The oldest part of the town clusters about what is now the First Church at Danvers Highlands. In this neighborhood are a few of the sturdy structures of the early settlers, built about huge chimneys, with small-paneled windows and the great stone flags that have served as doorsteps for so many generations. And scattered all over the town, on its hill-sides, through its quiet streets and set apart with wide fields still about them are the old houses that mark the town as one of the country's first settlements.

Interesting Houses

Among the more interesting houses to be opened to visitors are the house at 431 Maple Street, the birthplace of Gen. Israel Putnam, famous for his command at Bunker Hill. "Do not fire until you see the whites of their eyes," which was built about 1640, and has been occupied by a Putnam from the date of its completion to the present day; the Holten house, at the corner of Holten and Center Streets, which is partly seventeenth-century, and was the home of Judge Samuel Holten, the Revolutionary patriot, who was for a short time president of the Continental Congress; the Ray Putnam Fowler house, of Locust Street, a seventeenth-century house; the Col. Jeremiah Page house, on Page Street, built in 1754, which during the heroic days preceding the Revolution became famous for the party held on its roof by Mme. Page, because good rebels had sworn to drink no tea under their roofs, and was later the official headquarters of Gen. Thomas Gage, when as Governor of Massachusetts he was ordered to remove the seat of government from Boston to Salem, and took up his residence in the summer home of King Hooper on Collins Street; the Fowler house, built in 1809, located at the corner of High and Liberty Streets, which is a fine

State Federation of Churches Develops 'The Midnight Ministry'

Radio Feature Launched at WBSO Station Recently Brings Letters of Appreciation From Many Homes in Various Parts of the Country

A group of Massachusetts citizens, leaders in civic and religious life, recently joined to ask the State Federation of Churches to prepare a series of articles on church achievements, to be released simultaneously throughout New England. In a letter to The Christian Science Monitor these men said they did this "believing that on the one hand the public is fed up with news of crimes and scandal, and on the other that church news had become unpopular. The group included Roger W. Babson, W. Irving Bullard, Howard J. Connelley, Charles M. Cox, Richard M. Everett, Victor A. Friend, H. A. Moses, and Elmer G. Preston. The sixth of the series which will be published intermittently, covering different localities and types of church work, appears today.

For many people the hours between midnight and morning seem endless and hard to endure. To meet their needs "The Midnight Ministry" has been planned, an hour's radio-cast beginning on the stroke of the midnight hour. Not only does it fill one of the hardest hours of the whole 24 but it suggests thoughts which will be a happy memory for any who remain awake.

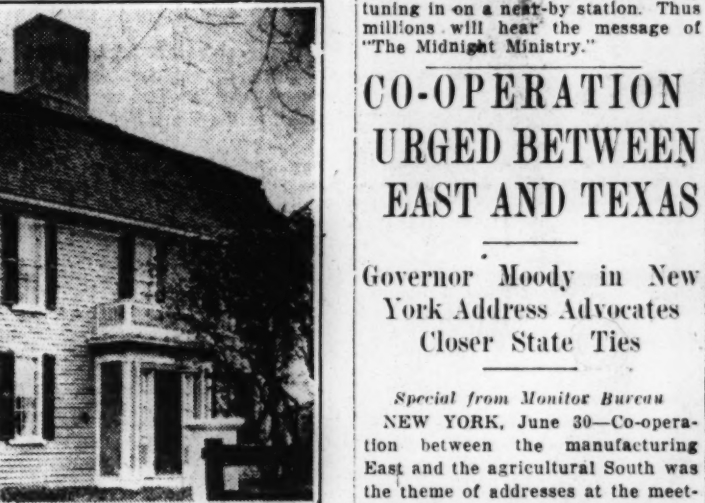
This new radio feature, different from anything ever offered before, has been launched at the radio station, WBSO, Babson Park, at Wellesley Hills, Mass., a suburb of Boston. When the plans had been formed, and the program was put on the air every night, it was evident that "The Midnight Ministry" would be a great success. Even the title attracted attention, and the radio-cast won responses from hundreds of people at the very start. The programs have a literary flavor and an optimistic outlook, and for the hearers, they change the depressing midnight hour into one of inspiration. From the beginning the speaker every night has been Dr. Henry Hallam Sanderson of Boston, well known as an author and the editor of "The Wayside Pulpit."

Reaches Wide Area

The radio-cast reaches a very wide area, for it begins when other local stations have signed off for the night, and so the program goes out clearly and is not caught in a tangle of other programs. It would be natural to expect thousands of New Englanders to hear the station, which is near Boston, but responses in large numbers have come from a much wider area. From Halifax in one direction and from New York and Philadelphia in the opposite come letters of appreciation. These long lines suggest a large circle; but responses come from Wisconsin, Minnesota and other distant states, clear across the continent, even from California.

Recognize his voice, to have confidence in his utterance and to look to him for good cheer. Plans are being made to present Dr. Sanderson's program from a large number of stations, so that everyone in the United States can hear them by tuning in on a next-by station. Thus millions will hear the message of "The Midnight Ministry."

Made Famous by Gen. Israel Putnam



Birthplace of Revolutionary Leader, Which Has Been Occupied by a Putnam Ever Since It Was Built in About 1640.

which it belongs. Prim box-bordered paths, a pergola at the rear and on either side the old-time flowers that grew in old-fashioned gardens are the features that Mrs. Ward Thornton, its present mistress, has restored and developed.

Other gardens of especial beauty which will be opened to the public during the birthday observance are those of the Endicott estate at Danvers Highlands. These gardens which are over 100 years old have an avenue of elms planted in 1817, some splendid oak trees, buckthorn and arbutus vitae hedges that are fine specimens, and a marvelous rose garden. It is beautifully laid out, with cool paths, sections of brilliant bloom and charming vistas. At the end of a long walk bordered by high hedges is a carved wooden figure, a replica of one at Currymore in Ireland, the estate of the Marquis of Waterford, and this and two others in the garden, Dancing Girls of Canova, were carved by Ferdinand Demetz St. Ulrich Groden in the Austrian Tyrol in 1903. Overlooking the rose garden is the famous McIntire masterpiece, a summer house, two stories high and about 20 feet square which was built for Elias Hasket Derby, a famous Salem merchant, at a cost of \$100.

It has never been determined with accuracy how Danvers got its name, but it is said to have been named for Sir Danvers Osborne, Governor of New York in 1733, who was a patron of Lieutenant-Governor Philips, in office when the District of Danvers was incorporated and who is said to have suggested the name.

There are only two other towns of the name in the country, one in Illinois and the other in Montana, both named for Danvers, Massachusetts.

STUDENT OF YALE

WINS PRIZE OF \$1000

NEW HAVEN, Conn., July 1 (AP)—Carl P. Haskins, sections of brilliant work, has been awarded a prize of \$1000 by the American Chemical Society, committee on pure essays for his essay on "The Relation of Chemistry to Agriculture." Mr. Haskins won one of six \$1,000 cash prizes donated by Francis P. Garvan, Yale '97.

Mr. Haskins was one of the speakers at the Harvard-Yale-Princeton freshmen debate. He was recently awarded the Andrew D. White prize at Yale for his essay, "The Development of Anglo-Saxon Law and Institutions."

Responses Are Many

Papers might be filled with the responses to this unique radio-cast. But many people who know Dr. Sanderson only as a voice coming through the darkness want to know him more personally and to be able to visualize him. Well then, we take pleasure in giving our readers an introduction to him, for "television" does not yet make it possible for his hearers to look at him while he radiates. In physique he is strong and vigorous, of medium height, stocky in build, with a broad face and sympathetic expression. Indeed to speak every night for an hour, as well as to prepare a richly-varied program, is a task to be undertaken only by a man of unusual endurance. Dr. Sanderson has had long experience in literary work. His programs include the discriminating use of poetry.

Among his own books is one very useful in these programs, "The Liv-

SUMMER NORMAL SCHOOL COURSES OPEN NEXT WEEK

Alien Education and Problems of Management to Be Emphasized

Summer courses in Massachusetts state, normal, school, and art Tuesday and continue to Aug. 12 in all the usual subjects, and a few special ones, for teachers. Emphasis will be placed on adult alien education and a two-week intensive course in problems of management in industry is to be given at Massachusetts Agricultural College at Amherst. The latter will be conducted by the industrial section of the division of university extension of the Massachusetts Department of Education. During the last 10 winters the division has offered an evening course in industrial management in Boston with meetings once a week.

Last year a summer industrial institute was organized with daily meetings over a period of two weeks. The results accomplished were so satisfactory that it has been decided to hold the institute annually. The present course, or institute, therefore is regarded as the second annual. Special Training and planning problems and a discussion of modern developments and tendencies in management will be included in the course. All problems are to be taken up from a practical standpoint and no scholastic prerequisites are required.

Broad Scope of Course

It is intended for plant and office managers, superintendents, engineers, accountants, and others, and presents opportunity for men in industry to confer with leaders from all parts of New England in all kinds of industries. Much of the material, it is explained, will be helpful to educational directors, school superintendents, and personnel managers.

"Every wide-awake executive in industry today realizes," said James A. Moyer, director of the division, "that his organization is not perfect, and that there must be improvements in certain departments if his plant is to keep pace with competition and maintain production at minimum cost. Solution of plant management is frequently an expensive problem, slow and uncertain, when hit-or-miss methods are used."

Courses in adult alien education will be given at North Adams and Hyannis. Two courses are to be given at each center, one for teachers and one for supervisors, both beginning next Tuesday and continuing six weeks. Miss Mary L. Guyton will be the instructor at Hyannis and E. Everett Clark at North Adams. They will exchange places during the final week of the courses. Both are assistant state superintendents of adult education. Opportunities will be given to meet immigrants personally and to study representative groups. Students will be allowed to observe classes of immigrants in local schools.

In addition to Hyannis and North Adams schools the Fitchburg State Normal School, also, will be open for a period of six weeks. All of these schools the usual subjects in the curriculum will be taught. There will be courses for school executives as well as classroom teachers. All are for the professional growth of teachers, or executives, in service.

Spots Well Chosen

Located so as to be readily accessible to teachers in all parts of the State, the three schools and the college have been selected in part with a view to their recreational facilities so that the weeks spent at them may partake of the nature of an outing, as well as the more serious work of study. Plenty of time will be permitted for recreation.

Situated on Cape Cod, the Hyannis School has abundant opportunity for sea bathing and boating. North Adams is situated in the midst of the Berkshires, at the foothills of the Green Mountains, at the head of the famous Mohawk Trail, it is not far from the White Mountains of New Hampshire.

Fitchburg, at the other end of the Mohawk Trail, is close to New Hampshire and Vermont, to sea and mountain, to the Connecticut Valley and the Deerfield Valley to which excursions easily can be made.

Separate courses in certain educational subjects may be taken by teachers or others in classes to be conducted in different parts of the state during July, by the division of university extension. These will make it convenient for all Massachusetts teachers to attend high grade courses in a wide variety of subjects without much loss of time or much expense. The classes will meet twice a day one day a week in Boston, Brockton, Fall River, Greenfield, Lawrence, Lowell, New Bedford, Pittsfield, Plymouth, Salem, Springfield, and Worcester.

FRIENDS OF ANIMALS PLAN FIRST MEETING

Welfare Association to Meet Sunday on Common

Next Sunday at 2:30 p. m., the Animal Welfare Association will hold its first meeting on the Charles Street Mall. Chester A. Green is chairman of the association and will preside. The meeting is to be regular hereafter on Sunday.

Many persons who are members of other humanitarian organizations unite in the new association, freed of the limiting influence of such questions as that of anti-vivisection, or species, or methods of raising money, in planning an active campaign in the interest of dumb animals.

The speakers Sunday will include Mrs. Alice M. Caporn, secretary of the association, and Edward H. Packard of the Cambridge Tribune. Music is to be furnished by a Cambridge troop of Girl Scouts.

PIG IRON PRICE LOWER

PITTSBURGH, July 1.—Basic pig iron is quoted \$17.30 Valley, Bessemer \$18.50, Valley, decline of 50 cents a ton; No. 2 foundry is quoted \$17.75 to \$18 Valley.

JAVA-AND-BACK AIR EXPEDITION NOW AT BATAVIA

American Publisher and
Party Arrive at Java in
Sixteen Days

By Wireless from Postal Telegraph
from Batavia

THE HAGUE, July 1.—Announcement has been made of the arrival at Batavia, Java, of Van Lear Black, owner of the Baltimore Sun, thus completing the 10,000 mile air journey in 16 days, but the actual flying hours were only 86, as compared with the 156 hours flown by Vanderhoop in 1924.

On three days no flying was done, owing to administrative difficulties at Constantinople, and another two were lost at Bagdad, due to a faulty lubrication system.

The management of the Koninklijke Luchtvaart Maatschappij, company, operating Fokker 7A, which was used by Black, believes that the flight brings nearer the opening of regular air service between Britain, Australia, Holland and the Dutch East Indies. The approval of Britain is desired by the aviation concern in regard to flying over British territory, the granting of which, it is hoped, will lead to a combined Anglo-Dutch service.

THE HAGUE (Special Correspondence).—Van Lear Black, publisher of the Baltimore Sun, departed from the Amsterdam Schiphol Airport on Wednesday, June 15, for the first passenger air trip to Batavia, Java and back, the entire journey to be accomplished within five weeks. The Royal Dutch K. L. M. Service provided a Fokker 7A plane with two pilots and mechanic. Mr. Black was accompanied by his secretary.

Prince Henry of the Netherlands sent a letter to the American traveler with his good wishes to passengers and pilots, and Dr. J. C. Koningsberger, Minister of the Colonies, gave him a letter for the Governor-General of the Dutch East Indies.

Mr. Black is no novice as an air passenger, having already made many trips this year on a chartered airplane to Italy, Germany, Austria, Yugoslavia, when he returned from India and Java he will have completed probably the longest commercial flight with a paying passenger ever undertaken.

The object of the trip as explained by Mr. Black to the Manchester Guardian is "for first-hand observation of protracted commercial flying under varying conditions." The machine, he explained, is the type of plane used daily by the Royal Dutch Line in their regular services between Rotterdam, Amsterdam and London, and the flight should demonstrate the security and reliability of modern air travel.

"The route to Batavia has been divided into 14 stages," the statement continued, "with flights of seven or eight hours daily."

The journey can be accomplished in 30 actual flying hours. The machine will carry petrol for 15 hours. Arrangements have been made by the company to have petrol at every halting place, and permission has been secured from all countries over which the plane passes, in all to traverse their frontiers without hindrance and passenger have procured visas from all the 15 countries where they alight.

The route, which is almost entirely overland, provides for halts at the following points: Amsterdam, Budapest, Constantinople, Aleppo, Bagdad, Bunder Abbas, Karachi, Delhi, Allahabad, Calcutta, Rangoon, Bangkok, Singapore, Batavia.

FISHING CRAFT INCREASE HERE

New England Fleet Adds
20 Vessels During Last
Year, Survey Shows

Fishing vessels registered at Boston have increased by 20 craft as compared with a year ago, the 1927 issue of "Fishermen of the Atlantic," just issued, reports. The book is an annual register of the fishing fleets, published by the Fishing Masters' Association of Boston.

Total vessels registered on the Atlantic coast during the past year as fishermen number 1143, compared with 1131 a year ago. Vessels which make the port of Boston their home port, now number 164, including 17 steam trawlers and four steam screw craft. Significant of the trend of the times is the fact that not a single one of these 164 vessels is without power of some kind, as an auxiliary to sail.

Gloucester's fleet numbers 144 craft, including four steam screw and five boats without any power. A year ago, this port had 148 boats, of which five were steam screw, one steam trawler and six without power of any kind.

New York and Philadelphia both have a fleet that outnumbers the famous old New England fishing ports of Gloucester and Boston by the tonnage average of the fleets at New York and Philadelphia is smaller than that of the New England ports indicating more vessels of larger size in the New England boats.

The New York fleet numbers 175 against 185 last year. Philadelphia's fleet totals 198 contrasted with 199 a year ago. Nantucket's fleet gained six and is now 39 vessels; Rockland, Me., now has 57 boats, a gain of eight; Newport, R. I. now has 78 vessels, a gain of 10; Pensacola, Fla., gained three and has 60 vessels.

BANK JANITOR NEW OFFICER.
NEWARK, N. J. (AP)—Formal announcement of the merger of five Newark banks by the Fidelity Union Trust Company revealed that Edward P. Reilly, who began his career as a janitor in a bank, is now assistant secretary and treasurer of the largest banking institution in New Jersey. The merged institutions of which he is now an official have assets of more than \$140,000,000.

ITALIANS ORGANIZE TRADE ASSOCIATION

100 Attend First Meeting and
Elect Officers

An Italian Chamber of Commerce of Boston was formed yesterday at the American House, at a luncheon attended by 100 leading Italians of Boston. Temporary officers were chosen as follows: Thomas Nuttle, president; Abraham Re, treasurer, and Luigi Plato, secretary.

The meeting largely concerned itself with the drawing up of temporary by-laws and dealing with the question of dues. It is expected that when the chamber has been fully organized nearly 500 Italians will become members.

Among the speakers were Anthony Albani, Vincent Scarnelli and Vincent Broga, former assistant district attorney.

LECTURE SERVICES OFFERED TO CLUBS

University Extension Series
Covers Wide Field

As an educational service a lecture list for the use of women's clubs and other organizations of the State has been prepared by the division of university extension of the Massachusetts Department of Education. It contains a careful selection of subjects by experienced lecturers most of whom are offering their services through the division at rates much lower than their usual charges.

A wide range of subjects is covered. There are stereopticon lectures on small house interiors and small house exteriors, the history of period furniture, gardens, folk music of the nations, appreciation of music and opera stories with piano and vocal and orchestral graphophone records; readings; talks on modern literature, the drama, current events, travel talks, reminiscences of American authors, art, and many other subjects.

Island Off Cape Cod Is Home of Many Thousands of Terns

Bird Association Man Will Band 5000 of Them This
Summer to Obtain Data on Their Peregrinations
—Some Have Flown as Far as Australia

Bent on the mission of banding 5000 common, Arctic and roseate terns, Charles B. Floyd, treasurer of the Northeastern Bird Banding Association will leave Boston tomorrow for Tern Island, off Chatham, Mass., where is located the John B. Paine Wild Life Reservation presented by the Association to the Commonwealth in perpetuity last year.

Tern Island is now recognized as the greatest island on the New England coast for the conservation of terns. Upward of 5000 pairs annually make their nests there. It is a low-lying plot of sand and grass which originally was a part of the mainland. The action of tides has now cut it off from the mainland, producing a combination of conditions especially favorable to the sequestering of these birds.

The majority of the birds are common terns and Arctic, but the few roseate terns are thought to be

gradually increasing. John B. Paine first decided the reservation to the New England Bird Banding Association, Inc. It is a plot of some 11 acres and the understanding was that it should bear Mr. Paine's name and be developed not merely as a gathering place for terns but for all specimens of wild life naturally attracted to it.

The island is noted in the scenery of the coast for its beautiful sand dunes.

Though the terns nest there, they often wander far away from the sanctuary. Many of them have already been tagged by caretakers at the island so that reports may be heard from them wherever they are found. Among the 15 or 20 returns already reported from considerable distances this season, birds from Tern Island have been reported in San Francisco and even as far away as Australia.

Wilbur H. Patterson, state guard

A Tern at State Sanctuary



Thousands of Birds Make Their Homes at Tern Island Off Chatham, Mass., Which Derives Its Name From the Fact That It is a State Sanctuary for Terns. The Photograph Shows a Mother Tern Hopping Off From Her Nest to Forage Food for Her Young.

Governor's Greeting Taken to Mrs. Byrd

Offers His Congratulations on
Commander's Safe Arrival
After Atlantic Flight

Governor Fuller this morning sent his messenger, Ernest W. Ricker, to the home of Mrs. Richard E. Byrd, 9 Brimmer Street, with the following letter of congratulation:

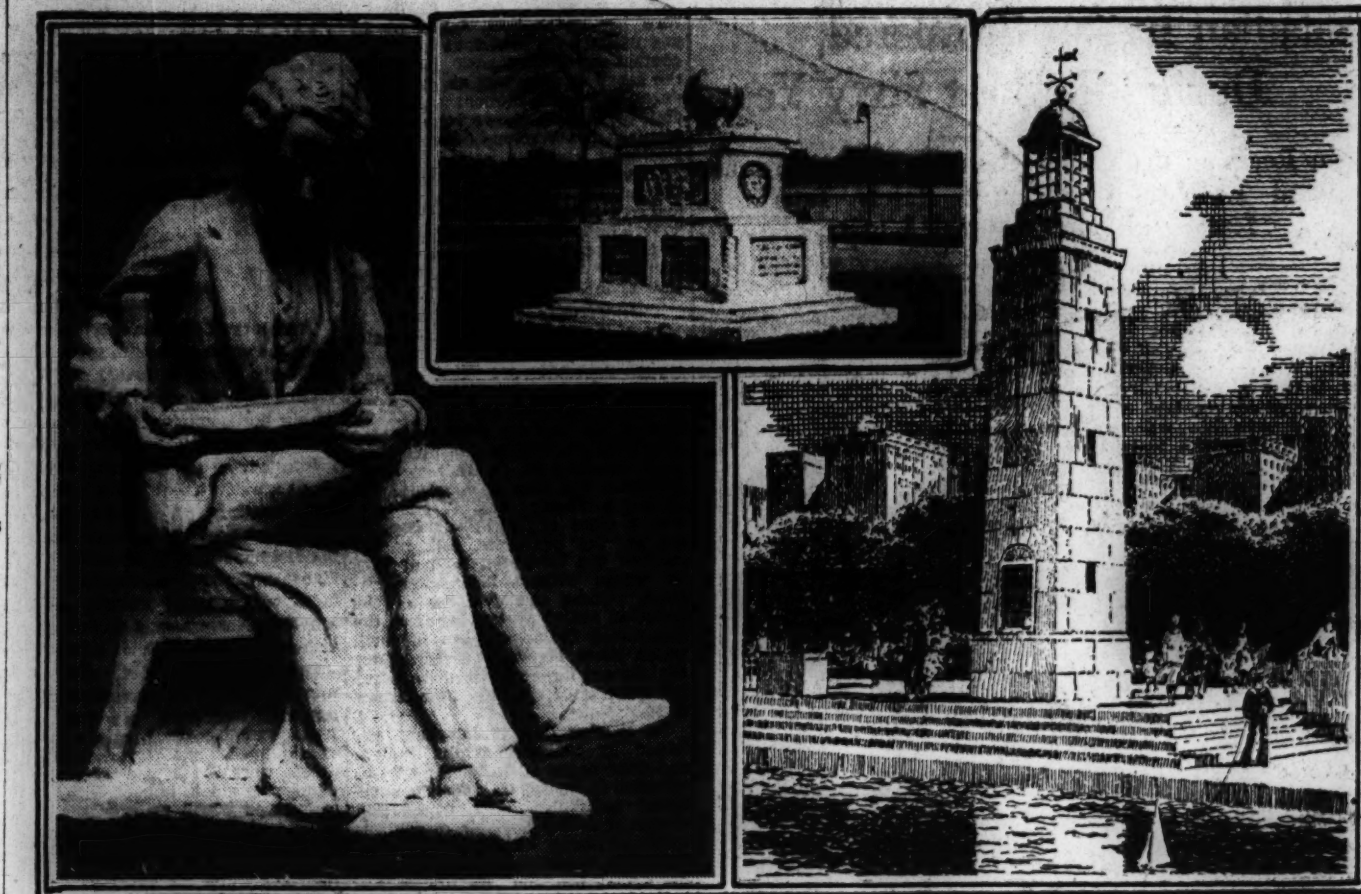
"My dear Mrs. Byrd,
"I have just sent the following message to the commander: 'Heartiest congratulations on your safe arrival after what must have been a tempestuous voyage. Best wishes to you and your associates.'
"May I offer you my congratulations on his safe arrival?
"Very truly yours,
"Alvan T. Fuller."

WOMEN REPUBLICANS OF VERMONT CONVENE

BURLINGTON, Vt., July 1 (AP)—William M. Butler, chairman of the National Republican Committee, was the principal speaker last night at the conclusion of the annual meeting of the Women's Republican Club of Vermont.

The club re-elected Mrs. George Orvis of Manchester president. Reports showed the club has doubled its membership during the last year, the total now being 2235.

Tentative Designs for McKay Memorial



At the Left is the Design Submitted by Leonard Craske, Who Did the Gloucester Fishermen. The Upper is an Ornamental Monument, With Reliefs of McKay's Clipper Ships and the Symbolic World About Which They Sailed. It is Unnamed. At the Right is the Lighthouse, With Tablet to Commemorate McKay's Achievements. It is Suggested by William T. Aldrich, of Boston.

MR. BUSHNELL BACKS ANTI-LOTTERY LAWS

District Attorney Announces
He Will Enforce Them

Strict enforcement of the laws prohibiting the conduct of lotteries, selling lottery tickets, and the operation of gaming and gambling machines has been announced by Robert T. Bushnell, district attorney of Middlesex County, who, in so doing is carrying into effect a recent request made by Arthur K. Reading, Attorney General of Massachusetts, to the district attorneys.

The district attorney in the Middlesex County Criminal Court yesterday made it plain that these practices must cease immediately and he added that in a week's time he will begin a thorough survey of the county and that jail sentences will be imposed upon violators of these laws. He said that this was notice to storekeepers and others in whose establishments agents of lotteries and gaming machines may seek to set up their devices.

In the Middlesex Criminal Court John Williams was fined \$1000, and Ray F. Sandstrom \$800 for being owners of a gaming machine which had been operating in a Harvard Square, Cambridge, store.

WILL AID STATES' COUNCIL

Arthur L. Race, manager of the Copley-Plaza Hotel, Boston, has been named by the New England Hotel Association to represent Massachusetts on a committee appointed to co-operate with the New England Council. It was announced today. The hotel men's committee will work with the council's committee on recreational resources, of which Hiram W. Ricker of Poland Spring, Me., is chairman.

Massachusetts Leads States in Caring for Needy Children

Federal Census Bureau Reports Commonwealth as
"Noteworthy" in Providing Homes and
Guidance for Boys and Girls

Massachusetts leads all other states in foster-home care of children, Richard K. Conant, commander of the Massachusetts Department of Public Welfare, declared, following the publication of a bulletin by the United States Census Bureau on the subject.

The bulletin shows Massachusetts as having the largest percentage of dependent children in foster-homes, 36.4 per cent; that of the entire country being 10.2 per cent. It also shows that Massachusetts has the smallest percentage of dependent children cared for in institutions, 28.4 per cent; the percentage for the entire country being 64.2 per cent.

The report brings together for the first time in a single volume statistics relating to dependent, neglected and delinquent children in the United States. It points out that the data concerning these children for the entire country is meager, unstandardized, and difficult to assemble, and that there is much work to be done on the part of agencies and public departments in securing accurate statistics of population and the cost of the work of institutions and agencies which care for such children.

404,678 Dependents
The totals for Feb. 1, 1923, as far as they were obtainable, show 404,678 dependent, neglected and delinquent children under care in the United States. Of these 204,888 were in institutions or receiving homes; 51,164 were in free foster homes; 22,281 in boarding homes; 121,441 in their own homes and 4804 elsewhere or not reported.

For Massachusetts the numbers reported are as follows:
In institutions and receiving homes, 4,342
In free family homes, 3,050
In boarding family homes, 5,437
Elsewhere or not reported, 2,181

Total, 14,999
To this number should be added the number in their own homes, cared for under Mothers' Aid, 10,410

The report also shows the ways in which the different states care for delinquent boys and girls. Massachusetts leading this field in the extent to which juvenile delinquents are committed to special institutions.

In connection with a table concerning juvenile delinquents Massachusetts is reported as "noteworthy," because 94.3 per cent of the 16-year-old delinquents and 67.6 per cent of the 17-year-old delinquents were committed to institutions for juvenile delinquents. In other states, as the tables show, a much larger proportion of the juvenile offenders are sent to jails, workhouses, houses of correction and prisons.

McKay Memorial Fund Donation Gives Fresh Impetus to Movement

Committee Again Puts Matter Before Public, Proposes
to Record Notable Era and Accomplishments
of Builder of Clipper Ships

With the receipt of a generous donation to the Donald McKay Memorial fund from Col. E. H. R. Green of South Dartmouth, Mass., whose interest has materially supported the committee again addressed the public on the matter of the proposed memorial to this builder of clipper ships. J. Templeman Coolidge is chairman of the committee and Allan Forbes, president of the State Street Trust Company, and owner of one of the most notable collections of marine prints and ship models in the United States, is treasurer.

No memorial has ever been placed to Donald McKay, a famous figure in the marine history of the world. The committee makes no extravagant claims, but simply reminds the public that, among numerous memorials to soldiers, statesmen, preachers and the inevitable variety of public benefactors, whereby Boston has been copiously enriched, a memorial to so worthy a man, of so unassuming a condition and who gained his preeminence in so unusual and so picturesque an occupation, would stand out not only as a refreshing variation but as a most welcome suggestion of the romantic, adventurous resourceful mode of life not so easily attainable today as once it was.

Would Record Notable Era
It is believed that such a memorial not only would perpetuate the record

of a notable period and a notable class of men in New England annals, but would inspire many a youth and possibly awaken happier interest and ambitions, leading away, to a certain extent, from the stilted and overcrowded conventionalities of life into new and unsuspected opportunities of purposeful labor.

The fund stands now at \$10,500. In order that the sort of memorial considered appropriate by the committee may be erected, at least \$15,000 should be secured.

The city, with authority vested in the park department, has agreed to co-operate in the selection of a suitable site when the money is in hand and an approved design for the memorial selected. Several of these have been considered. The design tentatively suggested by William T. Aldrich, Boston architect would provide for a lighthouse to be set at some convenient and dominant waterside location of the city and the placing of a tablet upon it to recall the most significant accomplishments of Donald McKay.

There has been talk of selecting a site near some section of the Charles River Basin, anticipating that within the next half century the basin will be used more as the Thames in England is used, for pleasure craft and that a memorial of this sort would be a fitting and educational value to the thousands of children who annually play along the Charles River Esplanade.

Sculptor Submits Design

The design suggested by Leonard Craske, sculptor of the beautiful memorial to the Gloucester Fishermen overlooking Gloucester Harbor is of a figure of Donald McKay examining the hull of a Flying Cloud or a Great Republic. It is understood that a member of the McKay family has already seen the small model of this design and has expressed great enthusiasm for the typical pose and the preservation in the arrangement of the clothes, of the picture always cherished by those who are familiar with the history and picturesque character of McKay.

No decision to reject or accept any of the proposed designs has been made. The final arrangement of details revolves upon the securing of the remaining \$4500. The committee has every confidence that this amount will be forthcoming because, when all is said and done, there is an abiding interest in the perpetuation of the great tradition which made the Golden Age in American merchant marine affairs and that the greatest builder of clipper ships the world has ever known will not be allowed to go longer unhonored by some tangible and inspiring public monument.

ENDOWMENT FUND FOR SMITH LODGE

CHOCORUA, N. H., July 1 (AP)—A \$30,000 endowment fund in Juniper Lodge, a vacation home for Smith College women engaged in graduate work, has just been completed by alumni of the college. Situated on Lake Chocorua here, the lodge is used for summer rest and study by members of the Smith faculty, graduate students at the college and Smith alumnae doing graduate work in other institutions. The lodge accommodates 15 persons and is conducted under a co-operative plan.

ESTATE GOES TO CASE SCHOOL.
PORTLAND, Me., July 1 (AP)—The will of Prof. Charles Frederic Moberly, for years head of the Standard Oil Laboratory, names the Case School of Applied Science in Cleveland, O., where he was a teacher for years, as the principal beneficiary of an estate of undetermined value.

4-H CLUB MEMBERS ARE GIVEN MEDALS

Rhode Island Group Meeting
at State College

KINGSTON, R. I., July 1 (Special).—Presentation of medals for distinguished service rendered by 4-H Clubs and their members was made last night at Rhode Island State College where leaders and members have been spending the week. Dr. Howard Edwards, president of the college, officiated.

Miss Kathleen M. Galvin, leader of the 4-H Club of Albion and Mrs. Elmer Macomber, leader of the Dunn Corner Triangle Club received silver medals for their high standing in the club records of the State. The award meant that these two clubs and their members were highest in actual accomplishment of any of the clubs of the State of Rhode Island. Miss Galvin and Mrs. Macomber received the medals for the clubs they represented, since they are leaders in the clubs receiving the prizes.

State champion medals were formally presented to the following club members: Dairy, Sheffield Greene Jr. of Dunn Corners Triangle Club of Westerly; poultry, Elsie A. Saunders of the Dunn Corner Triangle Club of Westerly; garden, Edward Morris and his brother, Henry, of the Dunn Corner Triangle Club of Westerly; clothing, Anita Demuth of Albion, Dress Well Club; foods, George Cottrell of the Sanderson Glitchie Gumbie Club; handicraft, Zread Onal Taskinen Little Gem Club of Foster; bread, Viola Rogers of Rocky Hill Pentecost Club.

POLICE CHIEF ASKS MOTOR SPEED RULE

Limit of 20 Miles an Hour Is
Sought for Cambridge

An ordinance limiting the speed of motor traffic to 20 miles an hour was asked for today by Chief of Police John J. McBride of Cambridge. He took this up with the traffic board for proposal to the City Council as a result of the failure of the traffic safety drive in Cambridge to produce desired results.

Although there is a city ordinance limiting the speed of motor cars to eight miles an hour, there is no similar regulation for automobiles. At present the police are compelled to fall back on Chapter 90, Section 17, of the state laws, which says: "No person operating a motor vehicle of any way shall run it at a rate of speed greater than is reasonable and proper having regard to traffic and the use of the way and the safety of the public." The section says that not more than 15 miles an hour is reasonable in thickly settled districts.

LARGE HOLDINGS IN CHICOPEE SOLD

CHICOPEE, Mass., July 1 (AP)—In the largest transaction of its kind in the records of Hampden County, the Dwight Manufacturing Company, owners of a big section of central real estate here for nearly a century, has sold all its holdings except its mill and water rights to the Walnut Trust of Springfield.

The transfer involves some 124 parcels of property, including 300 tenements and several old landmarks. The property was valued at \$520,000 in 1926.

STATE SUPERINTENDENT OF POLICE APPOINTED

HARTFORD, Conn., July 1 (AP)—Frank M. Nichols, captain in the state police department since 1922, was named superintendent of the department today by Robert T. Hurley, State Police Commissioner. Mr. Hurley's appointment as commissioner became effective today and the promotion of Captain Nichols was his first official act in his new capacity.

Superintendent Nichols was appointed to the state police in 1917. In 1921 he became lieutenant and in 1922 was named captain.

Public Urged to Give Flowers for Benevolent Distribution

Special Appeal Made to Commuters to Leave Blooms
at North and South Stations on Their
Way to Work Each Day

The peculiarly retarded gardening season has thus far had a conspicuous effect upon the resources which the Benevolent Fraternity Fruit and Flower Mission annually looks to the public to provide and an appeal was especially made today by Arthur P. Moore, treasurer of the mission, to commuters to assist in so far as possible this important work.

With the establishment of depots two seasons ago at the North and South Stations where commuters might leave bouquets they fetched in to the city with them in the morning for workers of the Mission to collect and distribute, the public has generously co-operated. It is well known that gardens have been materially held back this season by weather conditions. The rose and peony seasons are both very late, so late, in fact, that neither has reached its height yet. These flowers, in particular have in the past been among major contributors to the work.

Mr. Moore pointed out again that the Mission attend to the collection of flowers at the two stations, taking them thence to the institutions and welfare agencies which are in need of them and where appreciation for them is warm. He said he believed that this reminder would call to the attention of the public the work and that the depots would be directed to greater donations when the holiday is over.

He emphasized again the fact that the Mission requests of the public gifts only of surplus flowers which would otherwise bloom and wither on their stalks when their owners, be giving cheer and beauty to those less fortunate.

Although there has been a diminution thus far this season in the supplies available for the considerable list of organizations to which the mission desires to distribute, there is no diminution of need.

PYTHIAN LEADER URGES SERVICE

Benevolent Activities Cited
as Proper Field for
State's Lodges

Advocating community service as the mark of an active Knights of Pythias Lodge, Laurence S. Howard, grand chancellor, last night told more than 100 deputies, district deputies and officials of the order, assembled at the Ford Building, "that membership in the Knights of Pythias is a call to service, and not merely an opportunity to make friends."

Speaking of the work done by the Maccabean Lodge of Springfield, which raises thousands of dollars each year to provide vacations for boys and girls in the country, and of the Reading Lodge and the Fordell Lodge of Malden, Mr. Howard said: "We should always see to it that our ears are attuned to hear the cry for assistance as it always has been in a time of public need."

"So thoroughly has the idea of service permeated the organization that the Knights of Pythias, the playground of Pythianism, has established a substantial fund for the purpose of aiding young men to secure an education."

"But while we should always be ready to furnish aid to worthy causes in case of need, we should remember, the care of our own household," he continued.

Mr. Howard said the Pythian Relief Fund, established by the Grand Lodge, is probably the most outstanding achievement of the order in recent years. Another example of Pythian accomplishments cited by the speaker was the Pythian Sisters' home in Haverhill.

CONNECTICUT LAWS GO INTO OPERATION

HARTFORD, Conn., July 1 (AP)—Considerably more than 100 additional laws, all the public acts of the 1927 General Assembly which did not specifically become effective upon their adoption, are in effect today under the provision which puts public acts in force on July 1 following the General Assembly which enacted them.

Among the laws effective today are those legalizing Sunday afternoon motion picture shows, requiring a five-day interval between application for and issuance of all marriage licenses; abolishing a set motor vehicle speed limit; broadening the scope of the motor vehicle operator's financial responsibility law; substituting fees for an area tax on billboards and providing a fee system for theaters instead of a film tax.

MANOMET MILLS TAX ABATED BY ASSESSORS

NEW BEDFORD, Mass., July 1 (AP)—An abatement of \$86,960 in the 1925 and 1926 taxes was granted to the Manomet Mills, the city's largest cotton manufacturing plant, by the board of assessors after a conference yesterday with officials of the corporation. The abatement carried with it a reduction in valuation on the plant of \$3,225,000 for the two years.

The Manomet plant, which manufactures combed cotton yarns and tire fabric, has \$13,430 spindles and is capitalized for \$5,000,000.

Some parts of No. 4 mill, the most modern unit, have never been operated. The entire plant is now idle. The stockholders have authorized the directors to liquidate the corporation's assets.

VERMONT TRUSTEE ELECTED

BURLINGTON, Vt., July 1 (AP)—Newman K. Chaffee of Rutland has been elected a permanent trustee of the University of Vermont to succeed the late Ralph A. Stewart of Boston. Roy L. Patrick of this city has been appointed a trustee to fill out Mr. Chaffee's unexpired term, which ends in 1933.

Public Urged to Give Flowers for Benevolent Distribution

Special Appeal Made to Commuters to Leave Blooms
at North and South Stations on Their
Way to Work Each Day

The peculiarly retarded gardening season has thus far had a conspicuous effect upon the resources which the Benevolent Fraternity Fruit and Flower Mission annually looks to the public to provide and an appeal was especially made today by Arthur P. Moore, treasurer of the mission, to commuters to assist in so far as possible this important work.

With the establishment of depots two seasons ago at the North and South Stations where commuters might leave bouquets they fetched in to the city with them in the morning for workers of the Mission to collect and distribute, the public has generously co-operated. It is well known that gardens have been materially held back this season by weather conditions. The rose and peony seasons are both very late, so late, in fact, that neither has reached its height yet. These flowers, in particular have in the past been among major contributors to the work.

Mr. Moore pointed out again that the Mission attend to the collection of flowers at the two stations, taking them thence to the institutions and welfare agencies which are in need of them and where appreciation for them is warm. He said he believed that this reminder would call to the attention of the public the work and that the depots would be directed to greater donations when the holiday is over.

He emphasized again the fact that the Mission requests of the public gifts only of surplus flowers which would otherwise bloom and wither on their stalks when their owners, be giving cheer and beauty to those less fortunate.

Although there has been a diminution thus far this season in the supplies available for the considerable list of organizations to which the mission desires to distribute, there is no diminution of need.

Besides the depots at North and South Stations, there is a central receiving and distributing station at Horticultural Hall, through the courtesy and co-operation of the Massachusetts Horticultural Hall which most generously diverts the residuum of its flower shows to the uses of the mission.

POLICE LIQUOR SQUAD MAKES EIGHT ARRESTS

As the result of personal investigation conducted by Herbert A. Wilson, Commissioner of Police, the department liquor squad yesterday entered four places in lower South Boston, seized quantities of intoxicants and arrested eight men connected with these establishments.

Before the policemen were sent to plain clothes and ordinary automobiles to South Boston to make the arrests Mr. Wilson had before him six sergeants connected with Station 6, the South Boston police station. He told them what his personal inquiries had disclosed and directed that every suspected place in their jurisdiction be examined and closed if found violating the law.

SUPERINTENDENT RETIRES

MILLERS FALLS, Mass., July 1 (AP)—W. G. Stebbins, who entered the employ of the Millers Falls Company as a grinder in 1873, retired yesterday as superintendent after 54 years of continuous service.

Canada Celebrates With Song and Pageant Diamond Jubilee of Confederation

OBSERVANCES MARK ADVENT OF A NEW ERA

Dominion Has Unbounded Faith in Its Future as Leader Among Nations

OTTAWA (Special Correspondence)—Canada today celebrates its Diamond Jubilee of Confederation. Sixty years ago, in a small room in the Parliament building, the Fathers of Confederation met to discuss the future of the Dominion. Their vision was of a united Canada, a land of peace and progress, a land where the rights of all were protected and the interests of all were promoted. Today, Canada stands as a testament to their vision. It is a land of peace and progress, a land where the rights of all are protected and the interests of all are promoted. It is a land where the vision of the Fathers of Confederation has become a reality.

Even in area Canada has only recently grown up. In 1763, 266 years after John Cabot's visit to the east coast, it comprised only the Maritimes and a narrow strip of land on both sides of the St. Lawrence from the Gulf to the Ottawa River. At the time of Confederation it had spread no farther west than Fort Garry (Winnipeg) and the United Provinces covered an area of but 350,153 square miles of land and water. Through the acquisition of five other provinces, two of them (Saskatchewan and Alberta) as recently as 1905, and further expansion northward Canada finally attained to its present area of 3,127,123 square miles.

Population About 10,000,000
The peopling of this vast tract is a much slower process. At time of Confederation there were about 3,000,000 people, and now there are under 10,000,000. However the increase has become much faster during recent years, due to the opening up of the west, immigration, new railroads and the investment of billions of capital. Fifty years ago the cities and towns accounted for only 18 per cent of the population, while now half are urban. There was no Calgary, Edmonton, or Vancouver in 1867; Winnipeg was a collection of huts, and Toronto and Montreal were not one-sixth of their present size. The prairies of course were the hunting grounds of Indians, half-breeds, and scattered pioneers; the present wheat fields were black with browsing buffalo.

While emigration of millions of Canada's sons and daughters into the United States has in the past retarded increase of population, on the other hand thousands of western American farmers and millions of American capital have contributed to the best development of the country. Indeed, national wealth has grown out of all proportion to population, rising from \$1,500,000,000 at time of Confederation to \$22,000,000,000 now, of which agriculture values make up about \$5,000,000,000, urban real estate nearly \$5,000,000,000 and the railways over \$2,000,000,000, and productive capacity has increased 10 times over.

Agriculture in First Place
Although manufacturing is becoming a close competitor, agriculture still holds first place in net productive value, thanks to the remarkable increase in the principal grain crops, and more especially wheat. For 10 years after Confederation the annual wheat crop scarcely exceeded 25,000,000 bushels, all of it grown in the eastern provinces, and few suspected the potential fertility of the prairies or that the climatic conditions would permit of its development. Then came the completion of the Canadian Pacific Railway in 1885 and the opening up of the west to settlement, and 20 years later the product of the Marquis wheat by Charles G. Saunders, Dominion cerealist, which ripens about a week earlier than other varieties.

The result is that the annual wheat crop is now over 400,000,000 bushels, and Canada has become the world's largest wheat-producing country, and as a wheat-exporting country has been first three times last year, exporting in that time a grand total of 1,496,000 bushels of wheat and wheat flour. Other crops also have attained considerable dimensions. Oats, for instance, with a yield of about 21,000,000 bushels in 1867, increased to 564,000,000 bushels in the peak year of 1923.

Forestry Crop Increase
The increase in the forestry crop has been almost as dramatic, having quadrupled in value since Confederation. Newspaper, a comparatively new industry, ranks second only to wheat. Last year over 1,500,000,000 tons were exported, probably more than the rest of the world combined. It is interesting to note that whereas previously practically all lumber left the country in a raw state now over 90 per cent is exported as manufactured articles, including paper and paper goods. Mineral production has jumped from around \$10,000,000 in 1867 to over \$241,000,000 in 1926 and prospectors and miners apparently have only scratched the surface of the country's mineral wealth. During recent years the discovery of copper-pyrite in northern Quebec and Ontario have put that district into second place among the gold-producing countries of the world.

At present the Dominion is producing 90 per cent of the world's supply of nickel, 85 per cent of its asbestos, 65 per cent of its cobalt. It is estimated that \$446,000,000 has been invested in the mining industry. The history of other chief industries reads in the same way. Fisheries have increased from something more than \$1,000,000 in value in 1867 to \$50,000,000; the fur trade, Canada's oldest source of wealth, is far more profitable than it was in the days of the great rival fur companies and, thanks to protective legislation and fur farming, continues to expand; water power is being developed with startling speed, dom-

bling in the last 10 years, until it is now over 4,500,000 horsepower and is producing as much energy and heat as all the coal consumed in Canada for all purposes.

Modern manufacturing, which was little more than commencing at time of Confederation, has now an invested capital of \$4,000,000,000 and has more than 500,000 people on the pay roll. The automobile industry, which started only 20 years ago, now occupies sixth place in value of products. The assets of chartered banks have grown from less than \$100,000,000 to nearly \$3,000,000,000; life insurance has increased from \$25,000,000 to over \$4,500,000,000, and fire insurance to twice that amount.

Trade Expansion
The results of this productivity and accumulation of wealth are reflected of course in national trade, which shows a relative expansion and development that has not been surpassed by any other country. In volume of trade Canada now stands fifth, only Great Britain, United States, Germany and France having more; while in per capita trade it is exceeded only by its sister Dominion of New Zealand, and its favorable trade balance per capita last year was the largest in the world. To be specific, its trade has leaped from \$120,000,000 to \$2,550,000,000 in 60 years, with a favorable balance of nearly \$400,000,000. The United States had a population of 75,000,000 before its total foreign trade reached this figure. This is truly a remarkable achievement, especially when one considers that so short a time ago the country was a group of dependent colonies.

Turning to transportation and communication one finds that there were only 2273 miles of steam railway in 1867, no electric railways and the wagon roads were decidedly primitive. Now there are over 40,000 miles of the first, 2500 miles of the second, and 385,000 miles of good highways. Water transportation has been improved through additional canals and the deepening of waterways. There are 283,000 miles of telegraph wire, six transoceanic cables having a terminus in Canada, the Marconi Wireless Telegraph Company and some 54 government-owned and 74 privately owned radio telegraph stations on the east and west coasts and the Great Lakes. The telephone, which was a Canadian invention, has 3,000,000 wire mileage. There is one automobile to every 12 persons, a proportion which is exceeded by the United States alone.

Status of Dominion
Social and intellectual development has not lagged behind the material. Education has reduced the proportion of "illiterate" from 20 per cent in people over 20 years to but 5 per cent in those over 10, the status of the teacher has been raised, and the school system is generally conceded to be equal to any in the world. The standard of living is exceptionally high, there is little unemployment and social unrest, and a majority of people own their own homes. In the arts and natural sciences Canada has won an international reputation. Its poetry and paintings are splendidly distinctive, reflecting the awakening of a truly national consciousness.

Politically the Dominion has arrived at full maturity, enjoying autonomy and equal status within the British Empire, with a voice in the League of Nations, with an envoy at Washington, with treaty-making powers subject only to the King, and with all the responsibilities that nationhood implies. Its great and heroic part in the World War, added to its long years of peace victories, won it its spurs. With pride in past, confidence in its present and unbounded faith in its future as a leader among nations in the direction of world peace and progress the Dominion of Canada today celebrates not only the close of one period but with the commencement of another even more splendid.

D'ARCY MCGEE, EMINENT CANADIAN, HAD STRANGE CAREER

OTTAWA (Special Correspondence)—Thomas D'Arcy McGee, the Irish firebrand, brought to Canada the vision of a poet and the ideas of a mellowed revolutionary. Beginning his career as a hater of everything English he ended it (through the hand of a Fenian assassin) as a result of preaching tolerance and the Golden Rule between the two islands. From his arrival in Lower Canada in 1827 until Confederation was an accomplished fact, he carried his eloquence and enthusiasm from province to province, winning converts to the cause wherever he spoke. McGee is one of the outstanding figures of the Confederation group.



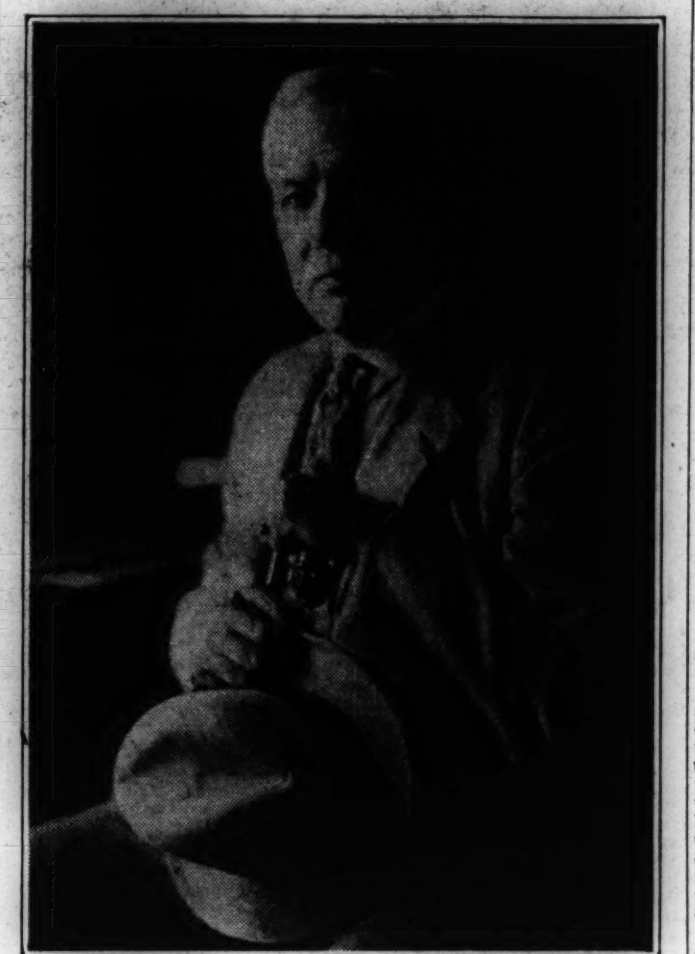
SIXTY YEARS OF TERRITORIAL EXPANSION
Shaded Section of Map Shows the Size of the Infant Canadian Colonies in 1867. The Darkened Section Indicates the Territory Added in the 90 Years Since That Time.

Canadian Indian Prospered During the Last Sixty Years

From Roaming the Prairies He Has Become Farmer and Rancher—Government Rarely Interferes With His Personal Liberty

By DUNCAN CAMPBELL SCOTT
Deputy Superintendent-General of Indian Affairs
OTTAWA—The native race of the Continent is a constant source of interest and, moreover, of romance. A noted anthropologist lately wrote "that it may be doubted if there is anywhere in all the land a normal individual who has not acquired some interest in the Indian's history" and he claims the Indian as "one of our greatest cultural assets." Apart from this scientific interest there exists the philanthropic effort, the effort to preserve the race, to civilize, to Christianize and to reduce all the native originality to the normal type of citizenship. This effort, in all its forms, is opposed to the aboriginal culture. The task of civilizing a native

Master of the Ceremonies



GEORGE P. GRAHAM
Who is Chairman of the National Committee for the Celebration of the Diamond Jubilee of Confederation, is Associated in a Prominent Way With Many Phases of Canadian Life, including Journalism, Printing, Machine Manufacturing and Politics. He Was Minister of Railways and Canals in the Laurier Administration, and With the Return of the Liberals to Power Under W. L. Mackenzie King, Became Senator and Chairman of the Tariff Advisory Board.

Commission Carrying on Work of the Beautification of Ottawa

OTTAWA (Special Correspondence)—Ottawa, as the capital of Canada, antedates Confederation by some seven years—Canada, at the time of its being singled out for this honor, consisting of Upper and Lower Canada only. Kingston, Toronto, Montreal and Quebec laid claim to the honor, but Queen Victoria, with the advice of John A. Macdonald and other leading Canadians, declared in favor of the present capital.

In 1860 Albert Edward, Prince of Wales, laid the corner stone of the splendid Gothic structure, now spoken of as "old Parliament buildings," which was destroyed by fire in 1916. The East and West blocks and the beautiful library were untouched, however, and the new main building, housing the Senate and the Commons, is larger and even more artistic than the original one.

Starting with natural advantages scarcely rivaled by any city, Ottawa has expanded and improved with intelligent foresight. The Ottawa Improvement Commission, started by Sir Wilfrid Laurier, has been largely responsible for the many fine drives, ways and parks. This year Parliament formed a Federal District Commission, with wider powers and more funds at their disposal, to carry on the work of beautification. Since Confederation the population has grown from less than 20,000 to over 120,000, exclusive of the neighboring city of Hull.

**EMINENT ORIGINATOR
OF FIRST LIQUOR BILL**
Sir Leonard Tilley Was Noted
Son of New Brunswick
OTTAWA (Special Correspondence)—Sir Leonard Tilley was New Brunswick's most ardent supporter of Confederation and one of the most beloved men of his time. He was energetic, kindly, honest, gentlemanly, with an attractive presence and a clear political judgment, and before all he had the courage of his convictions. Those convictions made him the first statesman in British North America to introduce a prohibitory liquor bill!

In 1867 John A. Macdonald took Tilley into his first cabinet as Minister of Customs. In 1873, while Minister of Finance, he resigned to become Lieutenant-Governor of his Province. In 1878 he again entered Macdonald's government and was largely instrumental in raising the tariff wall and formulating a national policy calculated to bring prosperity to the people through the protection of its young and struggling industries.

OTTAWA (Special Correspondence)—Sir John A. Macdonald, Canada's first Premier, perhaps did more than any other man to bring about Confederation, being the accepted leader in the preliminary negotiations which led to the passing of the British North America Act in 1867. An able negotiator, a subtle and far-sighted chief, Macdonald was the man for such an unstable period. He recognized the enormous wealth of the vast northwest territories, and his purchase of this area from the Hudson's Bay Company was a splendid piece of statesmanship. He sponsored the building of the Canadian Pacific Railway, which opened up the west and was largely responsible for the admission of British Columbia into the union. His tariff policy has been followed by successive governments ever since. Though an Orangeman, he sympathized with the rights and aspirations of French-Canadians and is quoted as saying that "Canada could not be governed without their help." Similarly he won the friendship of Joseph Howe and of the Nova Scotia electors by offering them economic conditions which surpassed all their expectations. While championing national unity he argued for even closer relationships with the mother land and, throughout the preliminary conferences leading to Confederation, his attitude had the endorsement of all the leading statesmen. His wit, his broadmindedness and his remarkable statesmanship, added to an integrity that kept him poor to the close of his career, assures Macdonald a permanent and exalted place in the annals of Canadian history.

race has never been taken up by any nation as a conscious duty. The contact made the task inevitable, the sense of duty was an after-product. As the treatment of the Indian by Canada shows some unique features, the Diamond Jubilee of the Dominion gives an opportunity for retrospect and a glance into the future. One of the prominent features of the Canadian system had its origin in the assumption by the Dominion at Confederation of all legislative control over Indians, Indian lands and affairs.

Uniformity of Treatment
The provinces have no jurisdiction over the Indian race. The British North America Act assures uniformity of treatment. Again, Parliament has provided the legal definition of an Indian; descent in the male line alone gives the individual legal standing as an Indian. This definition greatly simplified the Indian problem; true, it has created a class of half-breeds dependent on the provinces, but it has enabled the Dominion to deal with its wards without legal complications. These two features of the Canadian Indian system based on the recognized Indian title to the soil, which must be surrendered before the Crown is considered to have full possession, are the foundations of our policy.

No foot of Canada has been obtained by the Indian, but from ocean to ocean the administration is carried on upon the same broad principles. The reservation system makes it possible to concentrate civilization effort. It was intended to insure the continuation of the tribal life and the life of the individual as an Indian, and as well to render possible a continuous and consistent administrative policy directed toward civilization.

If there had been strict confinement to reserve limits, the system would have had many objectionable features, but neither officials nor Indians considered the reserves as more than a "pied de terre." The Indians wandered away from it and returned to it as the nomads of the past, but without the knowledge and experience.

But this mingling with the outside world was less undesirable than a strict confinement with its boundaries would have been, even had such confinement been possible. We can now see the results in the older provinces of such an interplay of forces and tendencies. We find a native population to a certain degree intimate with the usages of civilized life. The individual Indian is either maintaining himself and his family away from his tribal reserve by mercantile or industrial pursuits, or living upon the reserve and obtaining his subsistence from its soil. The social conditions of the reserve Indians do not differ materially from the social conditions of those who have separated themselves from the tribal relationship. Inter-marriage with white persons has affected both classes and has prevented the evils of marriage in closely related family groups.

Influenced by Education
One great advantage of the reserve system is the ease with which the people may be reached and influenced by education. The unique feature of the Canadian system is the union of church and state; very few schools exist which are not denominational. This joint association has grown out of early missionary effort and the state has the advantage of education must be made of this assistance in appraising the measure of success our system has attained.

Some idea of the development of the school system may be formed by a comparison of the increase of annual expenditures from \$2600 to \$1,950,000 in 60 years. The latter figure provided for the maintenance of 76 residential schools and 254 day schools. Sixty years ago the established schools were maintained by special funded money, but year by year a larger and larger share in the educational campaign was assumed by the Government as the duty of the state became clear.

Protection which is unobtrusive and which rarely interferes with personal liberty, and aided by educational influences both in the field and classroom, the Indian has since Confederation progressed and widened his outlook. In the new provinces he has become a farmer and rancher; in the older provinces he has entered more fully into the civic life. In many regions he is depended upon as the chief source of labor.

Canada's First Premier Assured of an Exalted Place in History

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CANADA IS STILL "COUNTRY OF MAGNIFICENT DISTANCES"

These, However, Are Now Bridged by Great Railway Systems From Atlantic to Pacific, From North to South

By SIR HENRY THORNTON, K. B. E.
President of the Canadian National Railways

The story of Canada's development from the earliest days to the present is closely linked with that of the development of transportation facilities within the Dominion of Canada as it is known today. The Fathers of Confederation, as the men who brought about a united Canada are known, in their meetings which led to the formation of the Dominion of Canada, the Diamond Jubilee of which Canadians are now celebrating, were faced with a great problem—that of providing some means of linking together the vast areas of territory.

Canada, in pre-Confederation days, was "a country of magnificent distances," her vast resources yet largely unexplored and almost undeveloped, but fortunately her people were of the true adventurous, pioneering stock, imbued with a will to succeed which made possible the growth of their country to the place now reached. That this growth will continue is, I think, without question, and while we may cast a backward glance over the years since Confederation to see what has already been accomplished, it is with respect to the immediate present and the future that the average American's interest in Canada lies.

Transportation Needs
Long before Confederation became an accomplished fact, the need of transportation systems, linking the far-flung settlements, was realized. A chronicler of "The Household Brigade"—the guards who in 1863 formed part of the British garrison in Canada—wrote of the needs of a united legislature in order that the interests of the various sections of the colonies of that day might be safeguarded, and added: "This consideration, however, so necessary to their safety and development, and so ardently desired by them all, can only be obtained through the instrumentality of a great colonial highway. It will scarcely be credited that it is easier for persons living at Halifax to proceed to England than to go to Quebec at this (the winter) season; and that the inhabitants of Nova Scotia and Canada know less

of each other and their neighboring provinces than they do of England and the English."

This year the people of Canada are celebrating the Diamond Jubilee of Confederation—the unifying of the legislatures of the colonies into one Parliament, the day which the chronicler of 1863 wrote—and the people of the country to the north today can tell of developments which have far surpassed even their most optimistic visions.

Canada remains a "country of magnificent distances," but those distances today are bridged by transportation systems which have made possible closer union between the peoples of the different provinces. No longer is it a dangerous and arduous undertaking for the resident of eastern Canada to reach the great fertile plains of the Prairie Provinces; no longer are the Rocky Mountains an insurmountable barrier between those great central plains and British Columbia.

Traveling in Luxury
Instead, to cross Canada from Halifax to Vancouver is but a matter of a few days' comfortable and even luxurious journey, while the products of the soil, the forests, the mines, and the fisheries of one province are delivered to people in other parts of the Dominion, and in other countries, with rapidity and ease. These facilities of transportation have made possible the Canada of today, for it has been truly said that the railways are the arteries through which flow the life blood of development of any country.

The early history of the railways in Canada is a subject of great interest to the student of Canadian development. There were at the beginning many conflicting elements to be considered. There were differences between those elements, yet it must be admitted that the men who first undertook the task of providing transportation facilities in Canada built well. The results of their work—the first lines constructed—are now a part of the Canadian National System. At Confederation there were but 2273 miles of railway built, and while those initial roads may not have paved good mines for the builders or for those who provided funds that they might be built, they have

proven their worth in linking together those parts of Canada which they served, and in making possible the building of other lines with which they were eventually merged into one great transportation system, the Canadian National, serving all of Canada's nine provinces.

Early Days of Building
Railway building in Canada commenced in 1836, and by 1852 a total of 159 miles had been constructed. This period of Canada's railway history has frequently been termed the experimental stage, and following this came a period of speculative railway building. During this period the foundations of the Grand Trunk System, Canada's pioneer railway line, were enlarged and strengthened. This system was later to become an important part of the present Canadian National Railways, with their 25,684 miles of lines, of which over 1000 miles are operated in the United States. This mileage places the Canadian National at the head of all railway systems on the American continent.

The charter of the Grand Trunk was granted in 1852 and following this came a period of rapid development of those sections of the Dominion served by it. The first modern census, taken in 1851, showed a population for the Maritime Provinces, Upper Canada and Lower Canada of 2,384,919 and in the census of 10 years later a rally of 32.26 per cent was shown. The first section of the line, between Montreal and Toronto, was completed in 1855, and in 1856 the first passenger train between those cities was operated. By 1860 the Grand Trunk had become the most important railway line in Canada, with 850 miles in operation.

Many Companies Incorporated
To deal at any length with the development of this and the other Canadian railway systems would be an immense task. There are 91 companies comprised in the Canadian National System, and while each of them has some interesting chapter in its history to recount these

minion. The vast rich mineralized sections of northern Canada could never have been adequately developed were it not for communication and transportation service. The fertile plains of what are now the prosperous provinces of Manitoba, Saskatchewan and Alberta could not have been brought under cultivation were there not railway facilities, first for the settler to reach these lands and then for the marketing of the produce of the farms. The vast forests of Canada awaited the building of railways in order that the timber might be brought to the mill and then distributed to the consumer.

Today Canada has railway facilities sufficient to care for the needs of a vastly increased population, and her great problem is that of securing additional people of the right type that the resources which are at hand may be developed. This problem is solving itself. The records of the present immigration season in Canada demonstrate that the Dominion continues to be the great magnet which is attracting good classes of men and women in other countries who are casting about for a place to build up homes for themselves.

During the last few decades the United States was the country which called the men and women from other countries who sought new opportunities for progress. Today that trend has changed and the movement is northward into Canada. I believe the movement will continue and we can reasonably assume that the next few years will see an influx of new Canadians who will people some of the millions of acres of unsettled lands, bring them under the plow and add them to the wealth of Canada.

As we glance over the achievements during the 60 years which have elapsed since Confederation, Canadians have much to be thankful for. There is room for anything, but optimism with regard to Canada. There are yet within the various provinces vast resources of nature still untouched. Capital is being brought in from outside countries for the development and there is a movement of man power toward Canada's shores which will provide many new farmers and will insure continued progress for the country.

CARTIER PROVED A MAN OF VISION

Through His Efforts French Canadians Agreed to Enter the Union

OTTAWA (Special Correspondence)—Sir George Etienne Cartier is one of the most prominent figures among the "Fathers of Confederation," as it was due to his influence more than to any other that the French Canadians of his Province of Quebec agreed to enter the Union. Throughout his whole career he fought against the tendency of his race to complain against all that was English and to retain an insular position. Many of his best friends forsook him on the question of Confederation.

When things appeared darkest, an article appeared in the *Minerva* inspired, if not written, by Cartier, which proved most effective in bringing his compatriots to his way of thinking. "The Province of Quebec has no right to obstruct the march of political events and to block a great idea," it read. "If she does it, it is over with her. She will fall again into the struggles of 1837, with this difference, she will no longer have to contend with English emissaries, but with her own countrymen of other races who will never forgive her for her obstinacy. . . . Confederation will extend our horizon, but, at the same, it will bring to our private life, to our family life, elements of happiness and joy which have been denied to it up to now. It will make us free and masters in our own house in the administration of our own affairs. . . . It is the closest co-operation between Cartier, leader in Lower Canada, and John A. Macdonald, leader in Upper Canada, the Union could never have been consummated."

Fathers of Confederation First Met in London, 1866

After 75 Years of Discussion, Leaders of Upper and Lower Canada Gained Colonial Parliament's Approval of Union Scheme

OTTAWA (Special Correspondence)—Before Confederation the British North American Colonies consisted of two widely separated groups—Upper and Lower Canada (now Ontario and Quebec) and the Maritimes (Prince Edward Island, Nova Scotia and New Brunswick). While the idea of their uniting was mooted as early as 1789, the difficulty of communication seemed an insuperable barrier and no definite steps were taken in this direction until the introduction of railroads.

In the meantime, these isolated colonies were dependent upon Great Britain for their welfare. Fortunately, Great Britain had little sympathy for colonial aspirations, the forcing of colonies to look to themselves for help. The Maritimes seriously considered the idea of uniting among themselves, and the two Canadas did unite, but without the removal of racial and political strife.

In 1860 the cause of Confederation entered the services of two powerful advocates, George Brown and John A. Macdonald, leaders respectively of Liberal and Conservative Parties in Upper Canada. In Lower Canada Georges Cartier won the sympathy of French Canadians to union. The movement grew until in 1864, when the Maritimes were meeting at Charlottetown for the purpose of dis-

cussing union among themselves, it was arranged that a delegation from Canada, headed by Brown, Macdonald and Cartier, should appear before the conference and state the views of their parliament. As a result, another conference was held at Quebec on Oct. 10, 1864, with Sir Etienne Tache, Prime Minister of Canada, as chairman, and the leading men of all the provinces around the board. After 17 days of discussion and disension, 72 resolutions were drawn up, which were afterward approved by the Canadian Parliament and then taken before the Imperial authorities in England. Great Britain was entirely agreeable to the union.

Fresh obstacles arose at home, however, and it was not until Dec. 4, 1866, that "the Fathers of Confederation" met in London and drew up a bill that finally became law as the British North America Act, uniting Ontario, Quebec, New Brunswick and Nova Scotia into the Dominion of Canada.

All Provinces Unite to Commemorate Sixty Years of Unexampled Growth

ONTARIO OFFERS TREASUREHOUSE TO THE FARMER

An Empire in Size It Is Richly Stored With Land and Mineral Wealth

TORONTO, Ont. (Special Correspondence)—An Empire in size and a treasure house of natural resources, the Province of Ontario has at present an area of 467,262 square miles, while the greatest length and breadth cover a distance of 1,000 miles. At the time of Confederation, the greater part of the 1,600,000 people in the Province were farmers cultivating the rich lands of the southern peninsula. In 60 years the population has increased to 3,000,000, and one-half of the people are urban dwellers.

The north has been peopled, and still the agricultural interest is predominant. Two acres are tilled in 1927 for every acre cultivated in 1837; the land now under cultivation being 10,500,000 acres. From the earliest days of the Province, community leaders had encouraged the formation of agricultural societies and the holding of fairs. Besides the ordinary grains, the farmers of Ontario are producing large fodder crops for silo-feeding, due to the progress of live stock and dairy industry. Live stock, fruit growing and market gardening are among the important basic industries of the Province.

Unique in Natural Wealth

No other land, it is claimed, is comparable to Ontario in the diversity of its surface or in natural wealth. The arable area of the south is matched by the great clay belt beyond the great Ontario divide, where grains and vegetables grow luxuriantly. Between the north and south runs a belt of ancient rock, forest clad and watered by 10,000 lakes and streams. Within this belt have been found mineral deposits unparalleled richness. Merchantable timber has been taken from this area for more than 125 years, and still the supply appears to be unbounded.

The rise of the wood-pulp and paper industry within the past 30 years has brought into value immense areas of spruce and poplar which formerly were not highly regarded. Moreover, the wilderness belt, 100 miles in length, is so threaded with picturesque canoe routes, so fully stocked with fish and game, that it is a happy hunting ground for sportsmen and tourists of every nation. Commercial fishing has been followed along the shores of the Great Lakes for generations and the nets are still full every morning.

Profile in Minerals

In the gold, silver, copper and nickel mines of the north, Ontario

has a treasure house of inestimable wealth. The silver mines of Cobalt, which astonished the world, were uncovered during the construction of the Timiskaming & Northern Ontario Railway in 1903, while the gold mines of Porcupine date from 1899, and the famous Hollinger mine is still producing \$1,100,000 a month. In 1926 the mines of Porcupine and Kirkland Lake yielded \$31,000,000 in gold. Ontario now ranks third among the gold-producing countries of the world. The remarkable growth in Ontario's manufactures is to be found in the fact that the total value of all manufactured goods, as reported by the census of 1921, was \$114,708,790, while a production 13 times as great was recorded for the year 1925. The railway mileage within the Province has increased from 2000 to 11,000 miles since Confederation. Within 10 years \$170,000,000 has been spent on highways, and the automobile has made the whole Province a neighborhood.

Big Public-Ownership Plan
Ontario proudly points to the Hydroelectric Power Commission as one of the greatest, if not the greatest, public ownership enterprise in the world. Early in the present century engineers discovered that electrical energy at high voltage could be transmitted for long distance with comparatively small loss. From that time Niagara Falls became something more than a great natural spectacle. Three development plants on a large scale have been built, and never in the industrial centers of the Province through cooperative municipal action? The late Sir Adam Beck became leader of the questioning group and so aroused public opinion that the legislation necessary for the experiment was at last secured.

Wide Distribution of Power
In 1912, the Hydroelectric Power Commission of Ontario supplied energy over its own transmission lines to 13 municipalities, charging only the interest and sinking fund on the investment, and the cost of operation and maintenance. At the present day it controls 22 development plants and over 2000 miles of transmission lines. It serves over 400 municipalities between Ottawa and Fort William and its average rates are the lowest in the world.

Inscribed in stone around the central wing of the Parliament Buildings, Toronto, are the faces of a few of those who had, down to the time of Confederation, been prominently in the history of the Province—General Simcoe, Sir John Robinson, Sandfield Macdonald, William Home Blake, Timothy Pardee, Sir Isaac Brock, Matthew Crooks Cameron and Robert Baldwin. Of them and of others who have faithfully served Ontario since, it may be fittingly said: "Their name is Legion, for they are many."

NOVA SCOTIA PRE-EMINENT IN ITS ILLUSTRIOUS SONS

Great Contribution of Maritime Provinces Is the Large Number of Men and Women Whose Leadership Has Helped to Lay Firm Foundations for Dominion

HALIFAX, N. S. (Special Correspondence)—Sir Wilfrid Laurier, speaking in the House of Commons, Ottawa, many years ago, said, "Not since the days of ancient Athens has a country, with so small a population, given to the world such a brilliant galaxy of men and women as the Province of Nova Scotia."

When one is asked, in this Jubilee Year of Confederation, to tell where in the Maritime Provinces have contributed most to the progress of the Dominion, the reply is inevitably, "Their men and women." In the building of Canada, these men and women have figured in very extraordinary degree. In the realms of politics and education, the leadership of Maritime Province men and women has been pre-eminent, along the now little to say that the principal exports of the Atlantic provinces of Canada were politicians and professors. Besides these fields of activities, the eastern provinces have provided many of the foremost men in the scientific, financial, commercial and industrial progress of the Dominion.

A Great Tradition

When the Confederation was consummated in 1867, the Maritime Provinces had an established, well-ordered, social and commercial life, that had entirely passed out of its pioneer days. These provinces brought to the new national household what might be described as a dowry, consisting of traditional regard for law and order; a history of magnificent achievements, of which all Canadians thereafter became the inheritors; an established form of responsible government obtained through constitutional channels; a splendid free school system that was the envy of the continent at that time; a banking system that has since bound all Canada within a financial structure considered one of the soundest in the world. One-fifth of the entire shipping tonnage of the world was then owned and controlled by the Maritime Provinces, thereby providing for the new Dominion channels of foreign trade that reached into every quarter of the globe.

Having given these things as the foundation of national progress, the Maritime Provinces continued their contributions along those lines. Nova Scotia alone has left three Prime Ministers to Canada: Sir John S. D. Thompson, Sir Charles Tupper and Sir Robert Borden. New Brunswick has contributed two chief justices to the Dominion judiciary and Prince Edward Island one chief justice.

Pre-eminence in Education

In the realm of education the contributions of these provinces have been so pre-eminent that they stand

alone. Nova Scotia particularly led in that regard, giving Grant and Gordon to Queens; Falconer to Toronto and Murray to Saskatchewan, to name but a few. When the western provinces were opening up a quarter of a century ago, the young men from these provinces were to be found in the farthest outposts of the Dominion, carrying west to the new people the established, long-tried and sound ideals of British civilization as had been proven by generations in the eastern provinces. The Maritime Provinces were in the very vanguard of the missionary enterprise to the opening west.

In the industrial and commercial spheres, the Maritime Provinces are today making a notable contribution in progressive orcharding, dairying and mixed farming, while the great steel and coal industries of Nova Scotia are of national importance. Maritime in the eastern provinces opened up the West Indian trade and developed as a channel for Canadian enterprise, and the fishing industry of these provinces ranks today as one of the richest national assets of the Dominion. The production from the natural resources of the Maritime Provinces is larger per capita than in any other provinces of Canada.

But perhaps in that fundamental element of unity in nation building, the Maritime Provinces have made their greatest contribution, and that is the ideal of tolerance ever preached by their leaders and practiced by their people in matters of creed and race. In no part of Canada is there less friction between those of diverse religious faiths.

There are in the Maritime Provinces, English, Scotch, Irish, Germans and French, and these people live together with little or no social distinction.

'KINGDOM OF CANADA,' NAME FIRST PROPOSED

OTTAWA (Special Correspondence)—The "Kingdom of Canada" was the name intended originally to be conferred upon the confederated British colonies of North America. Sir John A. Macdonald, Canada's first Prime Minister, has left on record that the conference of the colonial representatives desired this designation and made every effort to retain it, but that Lord Stanley (afterward fifth Earl of Derby), then Secretary of State for Foreign Affairs in the British Government, objected on the ground that the name Kingdom might wound the susceptibilities of the people of the United States. For this peculiar reason the word Dominion was substituted.

One of Nova Scotia's Great Industries



Herring Fishermen of Coastal Province Disposing of Their Catch at Lockport. The Fish Is Put into Baskets and Then Weighed and Sold by the Bushel.

CANADIAN PACIFIC RAILWAY FOLLOWED CONFEDERATION

East and West of the Vast Dominion Were Joined Through the Faith and Courage of Men With Vision

By E. W. BEATTY
President of the Canadian Pacific Railway

The Canadian Pacific Railway came into being as one of the stipulations of Confederation. During the protracted period in which progressed toward fulfillment the proposals and discussions of the suggested joining together of the widely scattered and sparsely populated colonies and settlements, it was generally recognized that whatever else might be done, complete success could not attend the project unless political federation were accompanied by an economic linking up of those separate communities which it was the intent to weld into one Dominion. The proposal to build such a railway was even then not a new one, but Confederation gave it an impetus it might otherwise not have received for many years. There had to be easy and comparatively swift communication between the most remote of these areas, the older settlements of upper and lower Canada, and the Maritime Provinces, and the new settlements in Manitoba and British Columbia. A vast work also lay ahead in the way of peopling the uninhabited districts of the west if they were to be retained as a part of British North America. The only way in which all this could be accomplished was by the building of a railroad from the Atlantic to the Pacific, and it was only upon an agreement that this should be done that British Columbia consented to enter Confederation.

The purpose of Confederation was to join together the maritime colonies and Ontario and Quebec and to bridge the tremendous gap of 3000 miles that lay between the old settlements and the Pacific coast. Happily the magnitude of the task did not daunt its sponsors, nor even when it was clearly recognized that the mere joining of these scattered areas together into a political entity must with all speed be followed by the far more difficult task of building a railroad that would turn the accepted theory of Confederation into an accomplished physical fact. There existed at that time another potent reason why Confederation and the building of the Confederation railroad should be pressed forward with all due speed.

Financial men of the United States associated with the Northern Pacific Railway had projected a branch of that system to enter the present province of Manitoba from the south, passing through the Red River Valley by way of the site of Winnipeg, old Fort Garry, and extending obliquely through the middle West with an ultimate terminus in Alaska. Sir John Macdonald, aware of this and scenting what the "peaceful penetration" might mean, hurried with all possible speed the acquisition of Rupert's Land from the Hudson's Bay Company and the bringing in of British Columbia, both of which projects had been lagging on the way. The first accomplished.

Canada's transpacific trade started in 1886 and with it started Canadian Pacific business as a link in European-Oriental trade. The chartering of these ships by the company was quickly followed by the establishment of its line of Pacific steamships on a scale equal to the best then in vogue on the Atlantic, and it was not long before the possibilities of development of Canada's foreign trade encouraged Lord and his associates to organize its Atlantic fleet and thus give a first-class one-line service direct from

Canada to the United States.

Of the nature of the task which lay before the little band of men, need be said. Having once put their hands to the work, there was no turning back and construction was completed in 1885, although the charter gave them until 1891. Canada was fortunate in having at the head of this syndicate such men as Lord Mount Stephen, Sir William Van Horne, Lord Strathcona and Lord Shaughnessy. These men and those associated with them threw their all into the scheme and time and again faced financial ruin.

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CANALS OBIVATE RIVER PORTAGES

Canada's Canal System Secures Easy Transit Over Main Waterways

OTTAWA (Special Correspondence)—The heavy business now being done by Canada's canals, despite the competition of the railways, recalls the rapid growth of this waterway system during the period of British occupation.

The primary object of the canals was to eliminate the many portages that interrupted traffic along the main water routes, the St. Lawrence, the Great Lakes and the Ottawa, necessitating a great waste of time in unloading, transporting and reloading at each portage. And the first of these canals, the Lachine Canal, was begun by early French settlers in 1701. But only after the occupation of Canada by the British was a program of improved waterways definitely entered upon, particularly in the early part of the nineteenth century, when the impetus of increased foreign trade and steam navigation centered interest upon this work.

Thus although the canals were constructed for military purposes, they soon became essential to the commercial life of the country. There are six canal systems in Canada under control of the Dominion Government. They consist of the canals (1) between Port Arthur or Fort William and Montreal; (2) from Montreal to the international boundary near Lake Champlain; (3) from Montreal to Ottawa; (4) from Ottawa to Kingston to Perth; (5) from Trenton, Lake Ontario to Lake Huron (not completed); (6) from the Atlantic Ocean to Bras d'Or Lakes, Cape Breton.

The total length of the waterways comprised within these systems is about 1594 statute miles, the actual mileage of canals constructed being 117.2.

In 1926 a total of 13,477,663 tons of freight were transported over the canals, the bulk of which was agricultural produce.

SPECIAL SYSTEM IN QUEBEC SCHOOLS

QUEBEC (Special Correspondence)—Schools in Quebec governed by the Public Instruction Act are either Roman Catholic or Protestant and French and English are taught in them. The former primary schools are divided into two categories; the elementary schools formerly known as elementary and model schools and the complementary schools formerly known as academies. The Protestant primary schools consist of elementary, intermediate and high schools. Classical colleges provide for secondary education and four universities for superior education.

The other educational institutions comprise normal schools, schools of arts and manufactures, domestic science, dairy, agricultural and forestry schools, commercial high schools, technical and trade schools, and two schools of fine arts.

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Important Packing Plants, Unlimited supply of coal.

D. MITCHELL, Commissioner

A. J. G. BURY, Mayor

French Canadians Contribute Much Toward Confederation

George Etienne Cartier Joined With the Conservatives in Making the Union Possible

QUEBEC (Special Correspondence)—In the negotiations leading to Confederation, Quebec held the key position, and her favorite son of the time, George Etienne Cartier, has been described as the "man who made Confederation possible." When the parliamentary union of Upper and Lower Canada developed a political deadlock, Cartier might readily have forced a return to the older system of separate parliaments for the two provinces and headed a government of his own. But he, the leader of the Liberals, joined hands with John A. Macdonald, of Ontario, leader of the Conservatives, to work out a plan of uniting the British-American provinces and building a Canada from sea to sea.

Meeting under the shadow of the American War of Secession, the Fathers of Confederation wished to create a strong federal authority capable of decisive action in face of any conflict between federal and provincial rights; at the same time, the French Canadians of Quebec had to be assured the continued enjoyment of the language and other rights guaranteed them by the Treaty of Paris. Cartier had not only to play a delicate and difficult part in the deliberations; he had to persuade a majority of his compatriots that their jealously guarded rights were not being jeopardized and interest them in a vision of Canada containing something more agreeable to their thoughts than Ontario was at the time—or many times since. How he succeeded is a tribute to the confidence which his compatriots reposed in him.

In man service to the Canadian Confederation Quebec contributed another exceptionally gifted son, Wilfrid Laurier, whose personality and eloquence in two languages played a great role in breaking down provincial prejudices and developing a Canadian spirit, a national self-consciousness, a national pride. At the same time, Laurier's very first government by offering Great Britain the first Empire preferential tariff probably made something more than a magnificent record for the British Commonwealth economic unity.

Territorially, Quebec is the largest of the Canadian provinces, having an area of 703,653 miles, three times the area of Germany or France. Its population, just 1,000,000 at Confederation, was estimated to be 2,561,000 at the beginning of this year. The vast majority are French Canadians. The blending of races helps explain why the French-speaking Canadian is content with the British connection.

Economically, Quebec, astride the great waterway of the St. Lawrence, has a strategic position in the Canadian Confederation. At Confederation its shipbuilding and owning, its lumber and four milling industries, along with fur trading—were already important, and leaders in these industries and the banks they created—men like Hugh Allan, Donald Smith, and R. B. Angus—supplied the energy to push the construction of

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1867—1927

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of an Empire

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AREA—215,000 square miles, twice as large as the British Isles, larger than France or Germany. Population 2.1 to the square mile, compared with 187 per square mile in the British Isles, 184 in France, and 328 in Germany.

AGRICULTURAL LANDS—More than 60,000,000 acres of fertile lands capable of cultivation untouched.

IRRIGATION LANDS—One million acres now under irrigation, three million more capable of irrigation.

COAL—Largest coal resources of any similar area in the world. Alberta has 14 per cent of the world's coal reserves; 72 per cent of British empire coal reserves, and 87 per cent of Canada's reserves.

NATURAL GAS—Four large fields now operating, supplying four cities and several towns with gas fuel.

OIL—Two producing fields, one containing the richest producing oil well in the world, bringing in 13,000 barrels monthly of almost pure asphalt, in the Turner Valley. Other fields being developed.

TIMBER—60,000 square miles of merchantable timber, including 270,000,000 cords of pulpwood.

TAR SANDS—5,000 square miles of rich tar sands, suitable for paving material or oil extraction.

OTHER MINERALS—Includes salt, bentonite, clay for ceramics, building stone, etc.

WATER POWER—Utilized and available, estimated at 1,750,000 horsepower.

FISHERIES—Extensive commercial fish possibilities. Annual production valued at \$400,000.

FURS AND GAME—Annual value furs and game \$1,500,000.

TOURIST ATTRACTIONS—Three big mountain parks, including some of the most famous mountain resorts and scenery in the world.

Publicity Branch, Government of Alberta

EDMONTON, CANADA

Agriculture an Important Factor in the Development of Western Canada

PRAIRIE PROVINCES OF WEST PROGRESS SINCE CONFEDERATION

From Straggling Settlements of 2000 White People Cities and Towns Spring Up From Winnipeg to the Rockies

WINNIPEG, Man. (Special Correspondence)—Solid, substantial growth in population, in the number of occupied farms, in acreage seeded to field crops, in better methods of wheat-marketing and in every other phase of agriculture, is the contribution that the prairie provinces of Manitoba, Saskatchewan and Alberta have made to the progress of Canada in the 50 years since Confederation.

The history of the prairie provinces since the founding of the Dominion of Canada has been singularly uneventful. The Indian problem by creating reserves and paying annuities to the original treaty-makers and their descendants. It is still paying the Indians in compensation for the loss of their territories and by doing it avoided terrors and uprisings.

The story of the Canadian prairie provinces is the story of a happy land where wheat is king with all its inhabitants proud to be wheat growers. When on July 15, 1870, by royal proclamation, the prairie provinces were annexed to the Dominion of Canada, there was a total population of some 2000 white settlers scattered for a few miles along the Red and Assiniboine Rivers from the junction of the two streams. Directly or indirectly the whole community lived from the fur trade and from the buffalo hunt. Supplies came in from St. Paul, Minn., 500 miles to the south, by ox-cart.

First Export of Wheat
Six years later there were 10 flour mills and a wheat yield of 500,000 bushels of wheat, with slightly smaller crops of oats and barley. That year is also distinguished by reason of the fact that the first export of wheat took place, the historic occasion being the shipping of 857 bushels by a firm of Winnipeg merchants to Toronto. In 1878, two years later, the wheat yield was over 1,000,000 bushels.

The first 10 years following Confederation was a period of quiet growth. The administration was busy in taking over the country, securing title to land, establishing law and order and planning a definite railway policy. In this decade the prairie soil for the first time was put to the plow and contrary to the existing skepticism proved to be surprisingly fertile. There was a belief current in eastern Canada and in the mother country that western Canada was an account of its strenuous climate for settlement of any kind, but the population increased nevertheless.

reached the record yield of 474,000,000 bushels. The prairie provinces of Manitoba, Saskatchewan and Alberta now produce the bulk of the Canadian wheat crop, which approximates 400,000,000 bushels annually, as well as most of the exportable wheat surplus, amounting to about 300,000,000 bushels annually. The wheat growing industry is still the leading activity in western Canada. It has reached proportions far surpassing the most ambitious dreams of its founders, and the indications are that it will be further extended in the near future.

Last year, L. N. Newman, present Dominion cerealist, announced a new wheat, called Garnet. It is claimed this equals Marquis in yield and quality, but ripens in 100 days, thus shortening the present average growing season another 10 days. Garnet wheat already has undergone exacting tests, and 12,000 bushels of seed have been distributed to thousands of farmers in various parts of the country.

To the north of the present agricultural belt on the prairies, lies a fertile meadow and lake country, another 200 miles in extent. Its potentialities as a wheat growing country have just been fully realized, and with the discovery of the earlier-ripening Garnet wheat, a new future seems to open up for this area.

MATHEMATICIANS MEET
WINNIPEG, B. C. (Special Correspondence)—The first meeting of the American Mathematical Society ever held in Canada took place here recently at the University of British Columbia. Included in the membership of the society are many of the leading mathematicians of European countries, as well as representatives of the North American Continent.

In 1909, just three years after the successful outcome of Dr. Saunders' experiments, the country's wheat crop amounted to 166,000,000 bushels. In 1911, the crop was 230,000,000 bushels, and in 1915, it was almost 400,000,000 bushels. A strip 200 miles wide, extending across the three prairie provinces, had been turned from a grazing country to a wheat growing area. In 1923, the crop

experience to make a success of prairie farming.

With the discovery, in 1906, by Dr. Saunders, the Canadian cerealist, of Marquis wheat, which ripened in 10 days less than the then known varieties, wheat farming received a tremendous impetus. Western Canada became the second greatest wheat-producing area in the world. The bumper crop of 1923 was 474,000,000 bushels, of which nearly 400,000,000 was exported. When it is explained that this means for the prairie provinces a gain of \$500,000,000 annually it will be understood what wheat means to the West.

Manufactures Growing
While manufacturing has not reached the proportions of agriculture in the West, there are today more than 320,000,000 invested in manufacturing enterprises with a total annual production of \$210,000,000. Alberta has begun to develop her huge coal and oil deposits, the gold mining industry is becoming established in Manitoba, and the pulp and paper industry in all three provinces will undoubtedly become one of the chief sources of wealth.

In Alberta, sheep ranching is an ever-increasing industry and the rolling prairies are dotted with thousands of sheep. With all the accomplishments of the past 60 years, the prairie provinces have only made one step in the development of their huge natural resources. Sir Wilfrid Laurier claimed the twentieth century for Canada, and all indications point to the West playing a leading part in its forthcoming triumph.

Rolling Wheat Fields of Western Canada



Miles and Miles of Golden Wheat Sheaves Glisten in the Sun as the Busy Harvest Season Comes in the Western Provinces.

WEST IS FAMOUS FOR ITS WHEAT

Dr. C. G. Saunders Responsible for Great Increase in Crops on Prairies

WINNIPEG, Man. (Special Correspondence)—Wheat is the most important factor in the progress of western Canada, and to Dr. C. G. Saunders, former Dominion Government cerealist, belongs the credit for the revolutionary discovery that converted the prairie country from a land looked upon as only fit for ranching, to one of the foremost wheat growing areas in the world. It is just 21 years since Dr. Saunders produced his famous Marquis wheat, which made possible the tremendous industry of today on the prairies. Existing varieties of wheat of the time took 120 days to ripen, which was too long to insure success. Marquis wheat, however, ripened in 110 days and yielded five bushels an acre more than the other varieties. Cutting the growing season ten days made the fruition of crops more certain, and resulted in the conversion of the prairie west into the granary of the world.

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reached the record yield of 474,000,000 bushels. The prairie provinces of Manitoba, Saskatchewan and Alberta now produce the bulk of the Canadian wheat crop, which approximates 400,000,000 bushels annually, as well as most of the exportable wheat surplus, amounting to about 300,000,000 bushels annually. The wheat growing industry is still the leading activity in western Canada. It has reached proportions far surpassing the most ambitious dreams of its founders, and the indications are that it will be further extended in the near future.

Last year, L. N. Newman, present Dominion cerealist, announced a new wheat, called Garnet. It is claimed this equals Marquis in yield and quality, but ripens in 100 days, thus shortening the present average growing season another 10 days. Garnet wheat already has undergone exacting tests, and 12,000 bushels of seed have been distributed to thousands of farmers in various parts of the country.

To the north of the present agricultural belt on the prairies, lies a fertile meadow and lake country, another 200 miles in extent. Its potentialities as a wheat growing country have just been fully realized, and with the discovery of the earlier-ripening Garnet wheat, a new future seems to open up for this area.

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WESTERN GATE OF DOMINION INVITES WEALTH

Great Ports of British Columbia Open Opportunities in Orient

VANCOUVER, B. C. (Special Correspondence)—A bold statement, unsupported by arguments and facts, to the effect that British Columbia has contributed, indirectly at least, more to the present prosperity of the Dominion of Canada than any of the other eight provinces would probably be challenged by most Canadians. And yet a reasonably strong case could be made out for this contention, based upon historic facts.

Citizens of the rich Provinces of Ontario and Quebec would naturally contend that there could be no foundation for such an assertion in view of the comparative newness of the most western of the Canadian provinces and its small population of less than 1,000,000; citizens of the three prairie provinces would point to the almost countless millions of bushels of wheat grown on the wind-swept plains, and claim that the great bread-basket lying between the Great Lakes and the Rocky Mountains has been responsible for a greater contribution to the progress

and prosperity of the Canadian people than any other geographical section of the Dominion.

But the citizens of British Columbia, while admitting all these things, might still contend that, indirectly at least, this Province was primarily responsible for the great growth that has occurred in the Dominion since the fathers of Confederation completed their task of nation building 60 years ago. And he would base his contention upon the simple historic fact that the entry of British Columbia into the Canadian Confederation was due to a promise that the Province would be linked with eastern Canada by a transcontinental railway. But for that promise it is altogether probable that British Columbia would have been annexed to the United States. Its belated fulfillment in 1885, when that "final argument for Confederation," as someone has put it, the driving by Lord Strathcona of the golden spike that completed the Canadian Pacific Railway and united the Pacific coast with the Atlantic, rounded out Confederation and laid a firm foundation for all the wonderful growth and development that has since occurred throughout Canada's vast domain. But for the firm insistence of the then small population of British Columbia that the compact be fulfilled, it is not improbable that many additional years would have elapsed before the completion of the Canadian Pacific, with the inevitable result that the development of the Dominion would have been delayed.

Of the direct development within the Province contributing to the prosperity of the Dominion, much could be said. But the story can be put in succinct form without using a great array of wearying figures. British Columbia has four basic industries contributing to Canada's wealth: Lumbering, agriculture, mining and fisheries. The tremendous growth of these industries can best be illustrated by a comparison of total production for the 10 years ending with 1915 with the 10 years ending with 1925.

VALUE OF PRODUCTION	
1906-15	1916-25
Lumbering	\$18,379,000
Agriculture	\$17,898,121
Mining	\$27,606,777
Fisheries	\$108,438,702

Apart from the four basic industries, the inclusion of British Columbia in the Canadian Confederation brought many things to Canada, including the scenic grandeur of her vast "sea of mountains," deep canyons and rushing rivers and the wealth they bring through the tourist traffic. She has developed her orchards, the products of which, year after year, win the apple championship of the British Empire and challenge the best production of the world. She has established an educational system that is bringing fresh laurels to Canadian halls of learning. And last, but not least, she has made it possible for the Dominion to look westward through her great ports to the Pacific and the Orient and to grasp the hand of opportunity in the East.

JOHN OLIVER'S NAME PROMINENT IN PROVINCE

VANCOUVER, B. C. (Special Correspondence)—As a maker of history in British Columbia the name of John Oliver, the picturesque individual who has been Premier of the Province since 1916, stands pre-eminent.

During a period of many years his name has been identified with pretty nearly all the history that has been made in the Province. At the present time Mr. Oliver is especially interested in three matters of major importance, the solution of the Pacific Great Eastern Railway problem, the return of the railway belt lands to British Columbia by the Dominion Government and the equalization of freight rates.

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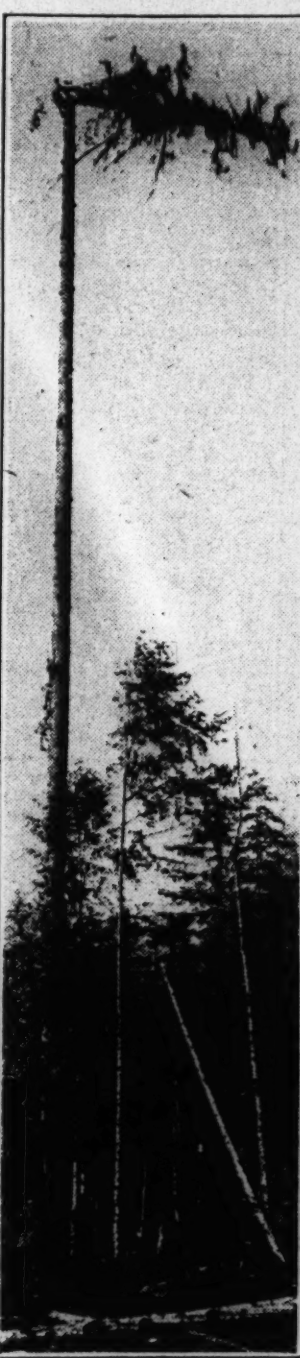
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HUDSON BAY RAILWAY TO OPEN VAST COUNTRY FOR SETTLEMENT

Completion of Line Gives Western Canada an Ocean Port, Realizing the Hopes of Many Years

WINNIPEG, Man. (Special Correspondence)—Western Canada's long dream of an ocean port on the Hudson Bay, 1000 miles inland, is today many years past, by virtue of the fact that completion of the Hudson Bay railway is now in sight. In the past few months, the work of completing the line to the terminal at Port Nelson has been vigorously carried on, and there remains only about 75 miles of new steel to be laid. It is hoped that a train service will be in operation from Winnipeg to Nelson, 907 miles, before the end of this year.

A vast new empire would be opened up by the railway, for settlement and industrial exploitation, it is declared by proponents of the project. It has been estimated, furthermore, that the road will serve an area containing a population of 10,000,000 persons, comprised in the three Canadian Prairie Provinces and seven states of the Union. There is an estimated wealth of \$70,000,000 in this great territory, which is mainly agricultural, and capable of producing an immense freight tonnage for the road.

Shortening of the distance from the grain fields of western Canada to the markets of Europe, with consequent reductions in transportation costs, are only two of the many advantages which the road is expected to bring. The route, it has been stated, will open up new world markets for the surplus food products of western Canada, and will enable the prairies to ship their products overseas with greater economy than competing countries. This same advantage would accrue to the great agricultural territory of the United States, including Minnesota, North and South Dakota, Iowa, Nebraska, Kansas, Montana, they also could avail themselves of the bay route to send their products to the overseas markets.

The Nelson River, which is traversed by the railroad for 420 miles, is a vast storehouse of power, capable of producing nearly 7,000,000 horsepower of electrical energy, it has been shown by government surveys. A natural sequence of the

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completion of the railroad would be to electrify its operation, power to be secured from stations constructed along the way, electrical experts have stated.

There are 6,000,000 acres of land capable of cultivation in the Nelson River basin, and all of this virgin land would be opened for settlement when the railroad is finished. Government experimental farms along the line have proven the fertility of the soil. At Mile 185, wheat was grown, averaging 40.5 bushels to the acre, oats 73 bushels, and barley 66 bushels.

Of the three prairie provinces, Manitoba, perhaps, would be the greatest gainer when the road is finished. Agriculturally, it would open up the entire northern territory for settlement and cultivation, and industrially, it would facilitate the exploitation of the immense reserves of wealth known to exist in the district, including water power, forest and mineral resources. Mining work in the northern part of the Province, on which millions have already been spent, has been hampered by lack of transportation facilities, and the Hudson Bay railway would largely supply this need.

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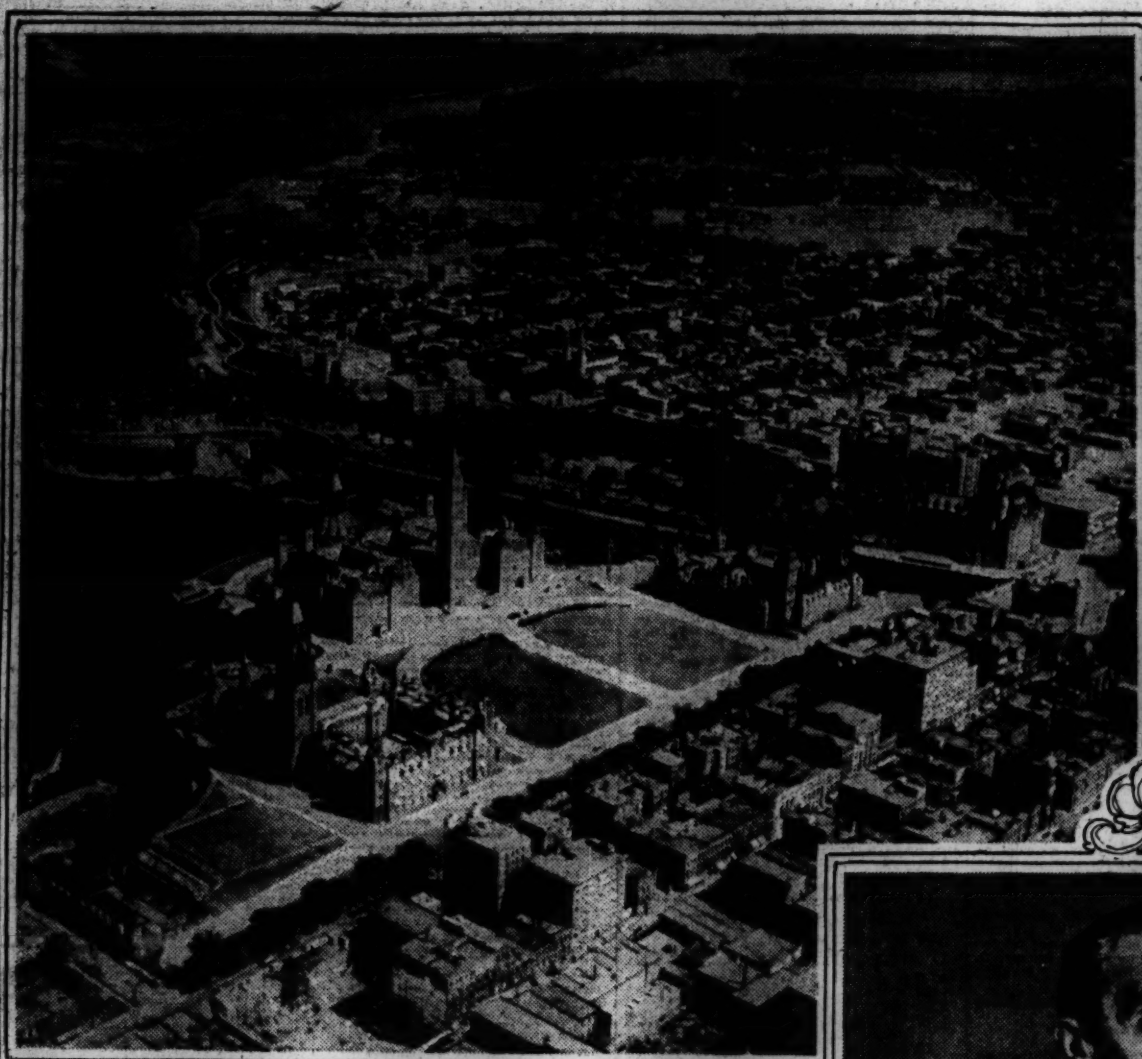
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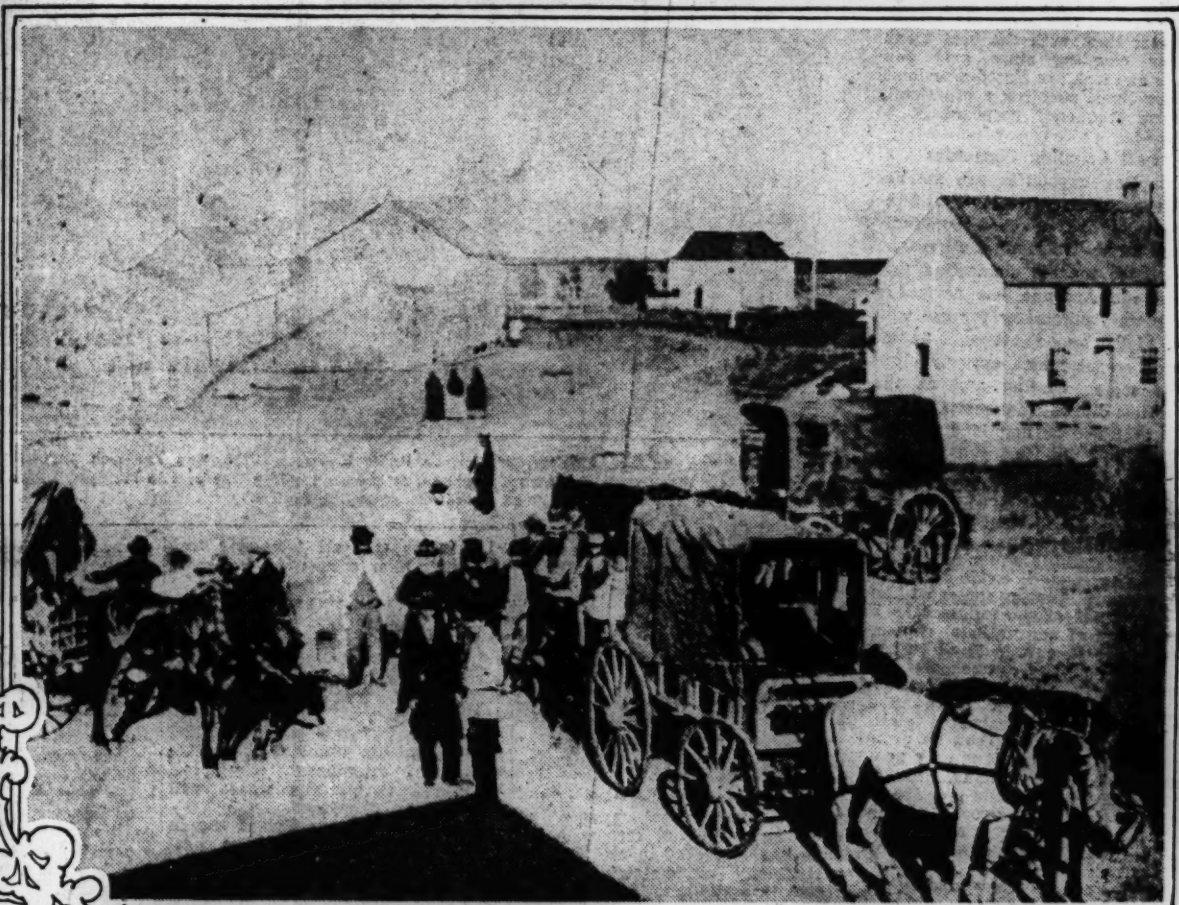
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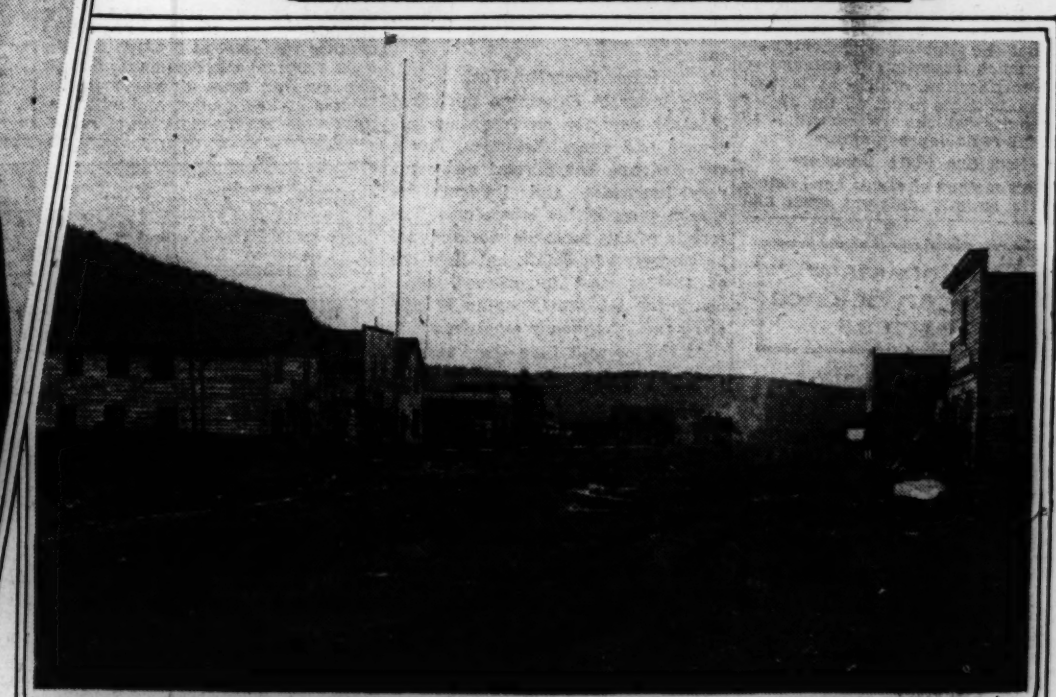


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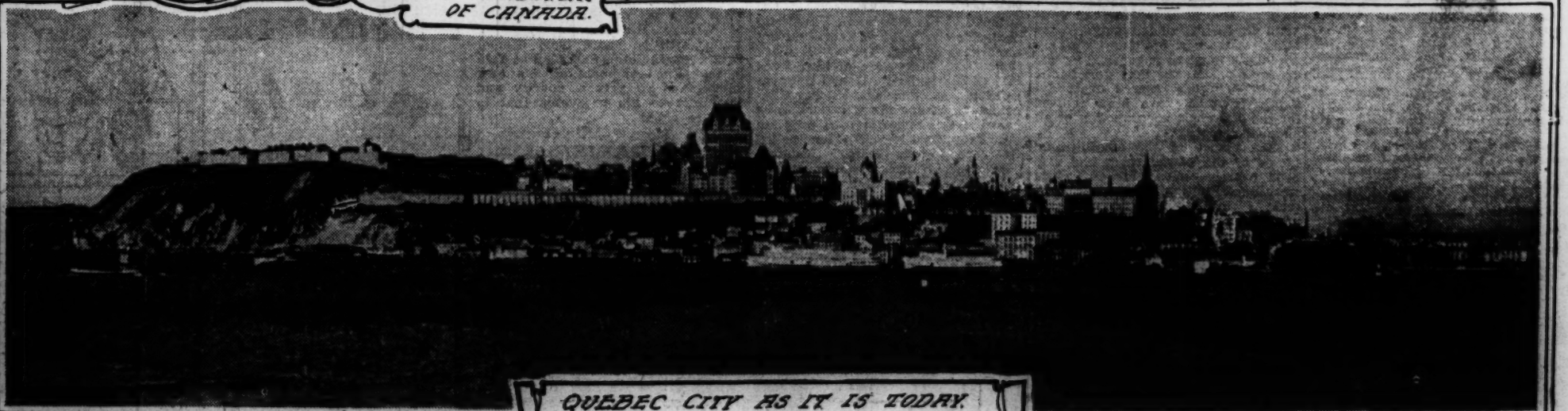
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QUEBEC CITY AS IT IS TODAY.

RADIO

WORK OF NOTED EXPERIMENTER IS DESCRIBED

Baron von Ardenne Visits Harvard on American Radio Tour

Few expensive radio receivers are in use in Germany, declares the noted young inventor, Manfred Baron von Ardenne, of Berlin, who has been visiting the Harvard and other natural scientific laboratories in the East for the interchange of views with leading research engineers.

"The wealthy do not listen to broadcasting, so there is no call for de luxe equipment. The economic situation is such that the average person can afford only cheap or moderate priced sets—and the main reliance is still upon crystal receivers." The Baron is accompanied on his tour by Edward Dietze, who is a student at the University of Hamburg and although only 18 years of age is scientific adviser to the North German Radio League. Mr. Dietze describes Baron von Ardenne's work as follows:

"Baron von Ardenne's first invention was that of a new resistance-capacity-coupling unit used in conjunction with special tubes of high mu factors. Anode resistances are in contrast to the more conventional methods employed up to now, of much higher value, about three megohms. By the use of such high anode resistances together with special high mu tubes amplification has been brought up to 25 to 30 per stage. Quality with this coupling method is better than with the best transformer coupling since grid condenser and leak are also dimensioned on new lines, enabling a practically uniform frequency response to be obtained.

Small Coupling Capacities
"Coupling capacities are smaller than those usually employed and the grid leaks are of correspondingly higher value. It is of the greatest importance in this connection that Baron von Ardenne has devised a new battery eliminator for use with these higher anode resistance amplification stages which entirely eliminates motor boating and at the same time allows frequencies as low as 10 cycles to be amplified without noticeable cut-off.

"These developments have made it possible to use the first multiple tube for audio amplification which Baron von Ardenne has devised in conjunction with Dr. Sigmund Loewe of Berlin. This multiple tube features a complete three-stage audio amplifier with two preliminary stages of the type explained above, followed by a power stage of conventional design. The special vacuum-inclosed resistance and coupling condensers are mounted together with three tube units in a single evacuated glass bulb not much larger than an ordinary power bulb, and it is only necessary to connect antenna, ground, tuning coil, battery and speaker to this tube to obtain an excellent radio receiver capable of bringing in local stations with remarkable strength and purity.

"Rectification in this tube takes place in the first stage by a new and very sensitive method evolved by Baron von Ardenne. This detection effect is only present at radio frequency, and thus does not introduce the slightest audio frequency distortion. It is therefore, since it can be used with AC battery eliminators without the slightest detrimental effect, much superior to cumulative grid rectification, which, as is well known, is liable to cut off the higher harmonics which are essential to faithful radio reproduction.

Sensitive Plate Detectors
"This method of anode bend detection is entirely different from and

Radiocasts of Christian Science Services

FOR SUNDAY, JULY 3
BOSTON—The Mother Church, The First Church of Christ, Scientist, 10:45 a. m., eastern daylight saving time, by Station WEEI, 670 kc.

BUFFALO—First Church of Christ, Scientist, 8 p. m., eastern standard time, by Station WMAK, 550 kc.

SYRACUSE—First Church of Christ, Scientist, 7:30 p. m., eastern standard time, by Station WSTR, 1330 kc.

NEW YORK—Eighth Church of Christ, Scientist, 11 a. m., eastern daylight saving time, by Station WMAK, 810 kc.

DETROIT—First Church of Christ, Scientist, 7:30 p. m., eastern standard time, by Station WGH, 1230 kc.

DETROIT—Second Church of Christ, Scientist, 10:30 a. m., eastern standard time, by Station WMB, 1420 kc.

BALTIMORE—Third Church of Christ, Scientist, 11 a. m., eastern standard time, by Station WCAO, 780 kc.

MINNEAPOLIS—Second Church of Christ, Scientist, 6 p. m., central standard time, by Station WCCO, 740 kc.

CHICAGO—Seventh Church of Christ, Scientist, 10:45 a. m., central daylight saving time, by Station WBBH, 520 kc.

ST. LOUIS—Fourth Church of Christ, Scientist, 8 p. m., central standard time, by Station KFPA, 930 kc.

HOUSTON—First Church of Christ, Scientist, 8 p. m., central standard time, by Station KPRC, 1020 kc.

SASKATOON—First Church of Christ, Scientist, 11 a. m., mountain standard time, by Station CFQC, 910 kc.

SEATTLE—First Church of Christ, Scientist, 8 p. m., Pacific standard time, by Station KOMO, 980 kc.

PORTLAND, Ore.—First Church of Christ, Scientist, 8 p. m., Pacific standard time, by Station KOIN, 940 kc.

SAN FRANCISCO—Fourth Church of Christ, Scientist, 8 p. m., Pacific standard time, by Station KFVV, 1120 kc.

LOS ANGELES—Third Church of Christ, Scientist, 11 a. m., Pacific standard time, by Station KFI, 640 kc.

LONG BEACH—First Church of Christ, Scientist, 8 p. m., Pacific standard time, by Station KFON, 1240 kc.

much more sensitive than the conventional method of anode bend detection which works on a curved portion of the valve characteristic. This method works on the steep and straight part of the characteristic and is of greatest importance for measuring purposes in tube volt meters which can be calibrated with low frequency in order to measure radio frequency potentials. The detrimental stray capacity of this tube volt meter is of much lower value than that of other similar meters in use up to now.

"Another recent development in radio, due to Baron von Ardenne and Dr. Sigmund Loewe, is that of the periodic high-frequency amplification with duplex four-electrode tubes. These tubes comprise two

four-electrode tube units, specially designed according to the theories of Baron von Ardenne, together with one resistance capacity coupling unit. These valves for the first time in history have made it possible to periodically amplify radio frequency impulses as far down as 100 meters, the lowest limit of radiocast band of wavelengths now in use. The actual lower limit of amplification with these tubes is approximately 70 meters.

"As a further development of the aforementioned novel method of anode band detection, Baron von Ardenne has succeeded in evolving the exact theory of distortion effects present in audio amplifiers of every description. Working on this theory of distortion, Baron von Ardenne has given the optimum dimensions for audio amplifiers. It is very interesting that he has found the optimum dimensions of transformer coupled audio amplifiers to be those of high mu tubes and low ratio transformers.

Stray Capacity Work
"In order to determine the effect of stray capacity on frequency response and curve distortion, Baron von Ardenne has carried out some very important and intricate research work at his laboratory. The results of this research work cannot be discussed in detail, but they are of the greatest importance, especially for the dimensioning of efficient radio-frequency amplifiers."

At the present time the Baron is engaged in evolving a device of effectively stabilizing radio-frequency amplifiers at all frequencies, regardless of the tuning range of the set, and thus to eliminate all the disadvantages still pertaining to the Hazeltine and similar methods of neutralization.

"The Baron's new and very simple method of measuring grid currents will be of some interest to American radio fans. The amplification factor of the valve is here used to raise the sensitivity of the grid current meter to 10,000 times the original degree. By this means it has become possible to measure tenths of a microampere in the grid circuit by means of an ordinary milliammeter meter contained in the anode circuit. These devices are now incorporated in the leading sets being built in Germany."

"As one of the latest products of the Baron's extensive research work at his Berlin laboratories the exact theories and formulas for the optimum dimensions of last stage power tubes and their optimum working potentials must be mentioned in this connection. For the first time in the history of radio research exact dynamic formulas have been evolved for the distortion reproduction of all audio frequencies."

"The choice of the amplification factor of the power tubes has also been exactly defined for any given working condition. The exact formula giving the amount of anode potential together with the optimum grid potential necessary to obtain maximum distortionless output from a given valve to a given loud speaker has also been recently evolved."

Those who take a more detailed interest in the research work and the inventions of Baron von Ardenne will find extensive publications on all of these subjects in the leading scientific papers in Germany, especially in the well-known Jahrbuch der Drahtlosen und Telephonischen, and numerous books of the Baron."

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Jubilee Radio Program Starts

Greatest Canadian Chain Tie-In Program Uses 21,650 Miles of Line

OTTAWA, July 1 (Special Correspondence)—Arrangements for the radiocasting of the music of Ottawa's new carillon and other important features of the capital's celebration of the Diamond Jubilee of Confederation for today are thought to be the most ambitious ever undertaken anywhere. Through the co-operation of

German Research Worker Here



Baron Manfred von Ardenne, 20-Year-Old German Radio Engineer, Who Has Achieved International Fame, Particularly in His Work With Resistance Coupling, Is Shown Holding One of His Multiple Tubes Used in the Receiver on the Table. His Work is Outlined in the Accompanying Article.

Columbia Announces New 14-Station Chain

By the Associated Press
New York, June 30
A chain of radiocasting stations under the control of the Columbia Phonograph Company was made by the company today. Radiocasting is scheduled to start in September.

Fourteen stations, located in cities from Boston to Des Moines, with WOR at Newark, N. J., as the key station, constitute the make-up of the chain at present. In addition to WOR, the stations making up the new chain are WJAC, Boston; WEAN, Providence; WFL, Syracuse; WMAK, Buffalo; WCAU, Philadelphia; WJAS, Pittsburgh; WADC, Akron; WAUI, Columbus; WKRC, Cincinnati; WGPB, Detroit; WMAQ, Chicago; KMOX, St. Louis; and WHO, Des Moines.

Radio Program Notes

THE Goldman Band of 50 pieces, under direction of the popular Edwin Franko Goldman, will render a miscellaneous program for probably about 30,000 visible listeners gathered in the campus of New York University, and an invisible audience of several times the number, on Saturday evening, July 2, when its program is broadcast through the National Broadcasting Company's Red Network, beginning at 8:30 o'clock, eastern daylight saving time (7:30 o'clock central daylight saving time). The xylophone soloist to be heard in this program will be George J. Carey.

The Goldman Band, which has become so popular in New York City that other famous bands have found it difficult to arouse enthusiasm, has been one of the bright spots of summer radio programs for the last few years. The nightly attendance at the concerts of the Goldman Band ranges between 20,000 and 60,000 people.

The band began playing upon the Campus of the New York University alongside the "Hall of Fame" during the season of 1925. The concerts are the gift to the people of New York City of Mr. and Mrs. Daniel Guggenheim and Mr. and Mrs. Murray Guggenheim. Among the selections to be heard in this miscellaneous program are "Triumphal March" (Mancinelli), "Overture" (Pique Dame) (Suppe), "Valkyrie" (Wagner) (two movements from the "Farewell Symphony")

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Regular Radiocasting to Colonies Starts

By Wireless
The Hague
A regular short wavelength beam radiocasting from Philips at Eindhoven, Holland, to the Dutch East Indies, a new limited company, capitalised for 1,000,000 florins, has been founded. It is called Philips Broadcasting Ltd. of Holland and India, and has been organized for the purpose of sending out regular programs to the Dutch colonies.

Radio Programs

EASTERN DAYLIGHT SAVING TIME
WBET, Boston, Mass. (1180)
7 p. m.—Evans baseball game and financial summary.
7:15 Empire orchestra, Hotel Kemmer.
7:40 Book talk, Edwin Edgett.
8 p. m.—Twenty Minute Trip to Spanish America, by Prof. Timothy J. Donohue.
8:25 Miss Aurora Charron, soprano; Anne Cullinan, accompanist.
8:45 Jerry Lydon and Russell Rine, popular songs.
9 Evelyn Bergman, mezzo-soprano; Meredee Milley, accompanist.
9:20 "Chester Brown, harmonica.
9:30 Beth Berl and her Brownies.
10 Correct time.
10 Correct time.

WBZA and WBZ, Boston and Springfield, Mass. (580)
6:10 p. m.—Markets and baseball.
6:15 Bert Dolan's orchestra.
6:45 Talk on Rockingham Park auto races.
6:55 Continuation of dance program.
7 Baseball: Mrs. Irene Simpson Rimmel, pianist.
7:20 Newspaper talk.
7:30 Hamilton time, Helen Breen, Hawaiian guitar.
8 Opi and Sal.
8:15 Musical program.
8:30 WJZ, Royal Stenographers.
8:45 Philco Battery hour.
9 Musical program.
10 Bert Lowe and his orchestra.
11 Baseball: weather and Hamilton time.

Tomorrow
10:30 a. m.—Organ recital by Louis Weil.
10:45 Radio Chef and Householder.
11 Continuation of organ recital.
11:20 Hamilton time.
WBAC, Boston, Mass. (520)
5:20 p. m.—"The Day in Finance."
5:30 Baseball: dinner dance from Shepard Colonial restaurant.
6:05 Correct time and weather.
6:15 Continuation of dinner dance.
7:25 Baseball: weather.
7:30 "Rockingham Speedway Auto Races," by Dr. S. C. Hickey.
8 Mason & Hamlin concert; Robert Fay, tenor of the Copley Club Singers and entertainers, under the direction of Pauline Hammond Clark.
8:30 Garden City hour, direction Harry F. Clarke.
9:30 Hawthorne Four.
10 News.
10:05 From Shore Gardens, Nantasket, Leo Reisman and his orchestra.

WEEL, Boston, Mass. (420)
4 p. m.—News.
4:10 Musical.
5:25 Positions wanted report.
5:45 Stock market and business news.
6 WEAF, Waldorf-Astoria concert orchestra.
6:25 News.
6:42 Highway bulletin.
6:45 Big Brother Club; the Joy Spreaders.
7:20 Hiram and the Dairy Maids.
8 WEAF, Cities Service Concert Orchestra and the Cities Service Quartet; correct time.
9 Neapolitan Dutch Girls Quintet, with the Dutch Boy.
9:20 "Ed Andrews and his orchestra.
10 Cruising the air.
10:10 Chamber of Commerce organ recital, by Frank Stevens.
10:40 Radio forecast and weather, E. B. Rideout.

Tomorrow
8 a. m.—WEAF, "The Roaring Twenties."
8:15 E. B. Rideout, meteorologist.
WBOS, Weymouth, Mass. (780)
8 p. m.—Talk on business conditions.
9 Boston Symphony Orchestra, under the direction of Dr. Henry Hallam Sanderson; Scripture reading; music and poetry.
8:30 p. m.—Chimney hour.
9 Treasure Hunters.
9:20 Radio concert.
10 Richmond studio.
WTAG, Worcester, Mass. (240)
8 p. m.—News review.
9 From WEAF.
9:30 Fowler's Hawaiians.

WJAR, Providence, R. I.
8:15 p. m.—Dialo Paris.
8:25 Baseball: musical program, direction Ralph Barrows, tenor.
9 Boston Symphony Orchestra; Edith Marshall, soprano.
9:15 Talk, Charles E. Price.
9:30 WJAR, Providence, R. I., 8:30 p. m.—Banderillos and Toreador.
8 From WEAF.
10 Hotel Bond orchestra.
9:15 WJAR, Providence, R. I., 8:30 p. m.—Crandall Mandolin Club.
9 Studio program.
9:30 Shopping tour.
10 Studio program.
WGY, Schenectady, N. Y. (780)
7:50 p. m.—Musical program from Rochester.
8 Musical program.
9 Reading of Omar Khayyam with music.
9:30 WGY orchestra.
10:30 From WEAF.

WABC, New York City (920)
7:30 p. m.—Hotel Whitehall concert trio.
8:15 "Mid Pacific."
8:45 Atlantic Singers.
9 "Ory House Tonight."
10 Harold Leonard and his orchestra.
11 Weather forecast.
WABC, New York City (510)
11:30 Joe Ward, entertainer.
WJZ, New York City
7 p. m.—Longines time; dinner music.
8:15 Marley Singers.
8:30 WJZ, New York City.
9 Philco hour.
10 Longines time; Bonnie Laddies.
10:30 Hotel Pennsylvania roof orchestra.
WEAF, New York City (610)
6 p. m.—Waldorf-Astoria dinner

6:55 Baseball scores.
7:30 "Grand Street Follies."
7:30 Happiness Boys.
8 Cities Service concert orchestra.
9 Howard time; "Courtesy of the Road."
9:15 Musical Miniatures.
9:30 La France orchestra; Salina quartet.
10 The Dreamers.
10:30 Janssen's orchestra.
11:30 Frank Farrell's orchestra.

WOR, Newark, N. J. (710)
7 p. m.—Hotel Bretton Hall string quartet.
7:30 Chin Lee's orchestra.
8 Correct time: North and South with the Charles W. Morgan.
9:20 Elkins-Payne Singers.
9:50 Vienna in song and story; news.
11 Weather; "Joe Hickey's orchestra."

WHAR, Atlantic City, N. J. (1180)
7:45 p. m.—Lecture period.
8 Evening concert by the Senaide Hotel Trio.
9 Studio concert.
WGPR, Detroit, Mich. (940)
8 p. m.—Touring information.
8:15 Studio program.
8:45 Children's chat.
9 to 11—Detroit Symphony Orchestra.
11 The Terrace orchestra.
11:30 WGPR entertainers.
12:15 Orlole Terrace orchestra.

WWJ, Detroit, Mich. (980)
8 to 10:30 p. m.—From WEAF.
WTAM, Cleveland, O. (750)
7 p. m.—Emerson Gilis's orchestra.
8 From WEAF.
9 Studio recital.
9:30 Studio program.
12 Sammy Watkins' orchestra.
KDKA, Pittsburgh, Pa. (1250)
10 to 10 p. m.—From WJZ.
11 Post dance program.
WCAE, Pittsburgh, Pa. (550)
8 p. m.—From WEAF.
9 Recital by Olga Mundy.
9:30 From WEAF.

WBAL, Baltimore, Md. (1050)
5 p. m.—WBAL dinner orchestra.
5:20 From WJZ.
WBAL ensemble with WBAL mixed quartet.
10 Municipal Band.
WBZ, Washington, D. C. (610)
8 to 9:30 p. m.—From WEAF.
9:30 W. B. & A. quartet.
10 to 12 From WEAF.
WCCO, St. Paul-Minneapolis (720)
8 p. m.—From WEAF.
9 Dinner concert.
10:30 Wheaties quartet.
11 "Edvy."
12 Weather; baseball; Emmet Long's dance orchestra; soloists.

WEBB and WJJD, Chicago (820)
8 p. m.—WEBB, Edgewater Beach Hotel orchestra and program.
9 WJJD, Moonbeams hour; Three Blue Flames; "Shamrock and Shamrock."
10 WEBB, Edgewater Beach Hotel orchestra; songs, Frank Sylvano; studio features.
11 WJJD, Victorian Trio; Carroll and Grady; Marcella; Paul Twins; Deane Moore.
WCFB, Chicago, Ill. (490)
7 p. m.—Chicago Federation of Labor hour.
8:15 Ensemble.
9 "Red Poppy"; "Freddy" Rose; "Angie" Montgomery; "Joe" Warren.
11:15 Granada Theater stage show.
12 Chez Pierre orchestra.

KTV, Chicago, Ill. (570)
8 to 10 p. m.—From WJZ.
10 Studio program.
11:20 Vincent Lopez and his orchestra.
12 "Congress Carnival."

COAL PRICES RAISED BY BOSTON DEALERS
Boston coal dealers announced today an increase in the retail price of anthracite coal of 25 cents a ton. Following is a table which compares present prices with those established a year ago:

	1927	1926
Purchase	\$15.50	\$15.75
Exc.	15.50	15.75
Stove	16.00	16.25
Best	16.50	16.75
Pea	17.25	17.50
Buckwheat	9.75	9.00

WHEAT FOR THE ORIENT
PRINCE RUPERT, B. C. (Special Correspondence)—With the departure of the last boat of the season carrying wheat to the Orient a total of 5,800,000 bushels of wheat was shipped from Prince Rupert during its first season as a grain exporting port. It is expected that the Alberta Wheat Elevator here under a lease will make much greater use of it during the approaching shipping season.

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AVIATION

OWING to the tremendous interest in aviation resulting from Lindbergh's flight to Paris, together with the spectacular two-day program offered by the army and navy planes, the recent aviation meet at Vincennes near Paris drew tremendous crowds, says a report to the Department of Commerce from Trade Commissioner Louis Hall, Paris.

The total number of spectators was estimated at between 700,000 and 800,000. All gate receipts were turned into a fund for charity. An interesting event was the "five liter" competition. The first prize in this event was won by a small monoplane over a distance of 341 miles on 5.26 quarts, or five litres of gasoline.

William Whiteley, Ltd., London, are advertising for sale on the installment plan De Havilland "Moths," light 60 horsepower sport planes, according to the automotive division of the Department of Commerce.

Herbert Hoover, Secretary of Commerce, and William P. MacCracken Jr., Assistant Secretary of Commerce for Aeronautics recently sent the following telegram to Deutsche Luftfahrt, answering their message of congratulation for the Chamberlain-Levine flight:

We greatly appreciate your radiogram congratulating American pioneers of civil aviation and are grateful by your commendation. We accept our thanks for the courtesies extended to our citizens who visited your country by air—Herbert Hoover and William P. MacCracken Jr.

Shortly afterward the following radiogram was received from Germany:

You and MacCracken have with fine vision and with indefatigable vigor assisted the pioneers of civil aviation in the United States. The heroic flights first of Lindbergh and now of Chamberlain have aroused the enthusiasm and the imagination of the entire world. We hand America's civil aviation admiring greetings after today's record flight which has given us the privilege of having your country's greatest pilots as our highly honored and cherished guests.—Deutsche Luftfahrt.

That the recent epochal flights of Lindbergh and Chamberlain were of direct trade promotional value is indicated by the fact that in the space of three days the Automotive Division of the Commerce Department has received two cable inquiries from Germany and Argentina relative to the purchase of duplicates of the planes used in the respective flights.

The inquiry from Argentina stated that money had been raised to finance a flight across the south Atlantic via Brazil and Daban, Senegal, Africa. For this trip it is proposed to use an American plane and quotations were asked C. I. F., Buenos Aires, on the same types as were used by the two American transoceanic fliers. These quotations were furnished within 24 hours after receipt of the inquiry.

In connection with Argentine aviation it is pointed out by the Automotive Division that the President of the Republic on June 10 requested congressional authorization to spend the sum of \$1,605,000 for a national aviation school at Buenos Aires, an air port and various operations of the new civil aviation bureau.

CHILE COPPER REPORT
Chile Copper reports for quarter ended March 31, 1927, net income of \$2,825,851 after taxes, interest, Federal taxes, etc., compared with \$3,137,444 in the first quarter of 1926.

GROTTOES ELECT GRAND OFFICERS

G. J. Brenner Promoted to Grand Monarch—Plan Welfare Activities

CLEVELAND, O., July 1 (Special)—George Jerome Brenner of Merline Grotto, Saginaw, Mich., was elected Grand Monarch of the Mystic Order Velled Prophets of the Enchanted Realm at the closing session of the thirty-eighth annual Supreme Council session. He succeeds Judge Frederick P. Walther, of Cleveland. Otto F. Hildebrandt, of Rock Island, Ill., was unanimously elected Grand Venerable Prophet, the only office open in the Grand Line. All other officers were advanced.

The convention ordered a study of humanitarian work by the Supreme Council, with instructions to recommend a definite program along that line at the next convention. The convention was decked out in the next convention city. It is believed that Richmond, Va., will win the honor, however.

The convention closed with a great Mardi Gras parade and celebration. The parade extended for almost four miles and the Mardi Gras celebration was held at Public Hall and in the adjoining streets. The massed bands of the Grottoes, numbering almost 1000 pieces, played, with Carl Rupp of Cleveland, directing.

Other officers elected were John A. Derthick, Brooklyn, N. Y., Deputy Grand Monarch; Edward W. Libbey, Washington, D. C., Grand Chief Justice; Charles M. Colton, Rochester, N. Y., Grand Treasurer; Edward Hatch, Rochester, N. Y., Grand Secretary; Edwin H. Dyer, Boston, Grand Master of Ceremonies; John F. Listman, Syracuse, N. Y., Trustee; Charles E. Minninger, Portland, Ore., Grand Keeper of the Archives; Lamar Fields, Anniston, Ala., Grand Orator; Joseph B. Siber, Akron, O., Grand Captain of the Guard; Miles S. Gregory, Los Angeles, Grand Standard Bearer; Clinton G. Nichols, Hartford, Conn., Grand Marshal; and John P. McKay, Hamilton, Ont., Grand Alchemist.

GERMAN FARMERS SUCCESSFUL

EDMONTON, Alta. (Special Correspondence)—A district office will be established in this city by the North German Lloyd Steamship Company of Bremen, Ger., as a result of the success which has attended the German farmers who have been brought to this country as immigrants by this shipping house. George Seyde, assistant director of the North German Lloyd Company, stated while in Alberta that 4000 carefully selected German farmers had been sent to Canada this year, and of the number sent out last year there had not been a single failure. This excellent record was accounted for by the fact that only those with farming experience and with ambition to make new homes for themselves in Canada are sent out by the transport company.

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EDUCATIONAL

Progressive Camp Keeps Boy
Busy Growing, but Not in a Mold

New York, N. Y., Special Correspondence
DESPITE the extraordinary rapid growth of the summer camp movement for boys and girls, a great deal of attention has been given by camp directors and others to the excellent educational opportunities that camp life affords. In recent years much has been said and written on the question of what ought to be taught and learned in summer camps. Courses on camp craft and camp leadership are now offered by a number of our leading universities, and the Camp Directors Association itself annually conducts a number of courses which are designed to qualify counselors and directors in the various branches of camp work on land and water.

The best camps now provide definite instruction in a growing number of activities for which the life at a summer camp offers a good setting. These activities include a wide range of subjects, from swimming, canoeing, athletic sports and horsemanship to carpentry, boat building, basketry, weaving, decorating and all kinds of plastic arts. Music, folk dancing and dramatics also receive generous attention.

In the course of this development of a varied and useful program, there has arisen an interesting problem, which is now attracting a growing consideration from the more thoughtful camp directors. It is the question of whether, in an effort to make the camp season a useful and profitable period for boys and girls, we are not running into the same specialization and curriculum methods which characterize the well-ordered school

To "Be Themselves"
 Among schoolmen there has been considerable discussion in the last decade as to how much the pupil learns by direct instruction and how much by example and the experience of individual effort. The "project method" and the "Dalton plan" in some form or other are pretty well recognized educational procedures at this time.

Camp directors are beginning to realize that if the camps are to achieve some measure of their unique and really unusual educational opportunities, they must necessarily afford children a larger and freer opportunity to "be themselves," so to speak. There must be less instruction, less programming, less organization of time into periods for fixed activities, and greater freedom for individual initiative and accomplishment. For the summer months, at least, children are to be allowed "to grow" rather than to be "brought up."

The writer knows of a camp which illustrates this new viewpoint. This camp has a well-equipped carpenter shop, but manual training is not taught. There is also a nature counselor, but nature study as a "subject" is not permitted. There are facilities for many interesting activities—but none of them may be taught formally. In this camp the boys are all encouraged to be active from morning to night. There are a lot of interesting things to do and there are intelligent counselors ready to advise and lend a hand, when consulted. But these counselors do not instruct nor do they intrude in any way that has not been opened by the boys themselves.

In this camp there is a splendid spirit of activity, and a delightful lack of anything that savors of an "educational institution." Of course, there are some individual cases which require special encouragement, and these get it as unobtrusively as possible—and they need less for the reason that they are living in a busy, active environment which fairly summons them hourly to take part.

Pioneering Impulse
 It is generally noted by parents and teachers how greatly the development of initiative is needed among children, especially in large

Appreciative Audiences
 Termed a Necessity

Toronto, Can., Special Correspondence
 "I would like to see music in the schools considered as important a subject as arithmetic. Music is a language. It would be a wonderful thing if all children could acquire that language and so have a new and great avenue of expression," remarked Edward Johnson, the Canadian tenor, when in Toronto recently to give a concert.

"It is not," he continued, "that our schools would produce a lot of geniuses. They could, however, train audiences who knew why certain effects were good and others bad, and that music was not just a mysterious hocus pocus."

"You cannot expect people to be willing to pay for what they do not understand," he further stated. "After a man has got on in life and has acquired many other interests, it is hard for him to find time to learn about music. Appreciative and intelligent audiences are as much a necessity as great artists. They must be formed young."

Mr. Johnson's view is shared by the department of education in Ontario, of which Howard Ferguson, Premier of Ontario, is minister. Music is now compulsory in the public schools of the Province, being one of the regular courses of study.

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centers of population. The tendency of a prosperous civilization to provide everything, inadvertently cultivating inertia and deadens the pioneering impulse which every child possesses in a measure.

The summer camp movement has an exceptional opportunity to cope with this situation. In an atmosphere of simplicity and democracy, the summer camp can require the boy to answer a challenge to take a man's part and show his individual capabilities, thus promoting true

Open Door for Japanese Girls
to Varied Fields of Service

"THREE little girls from school are we," one felt like humming as three sleek, black heads clustered over the visiting card presented at the office of Kobe College, Japan, one sunny morning. Then followed what sounded like exceedingly exclamatory conversation over the house telephone, after which the visitor was smilingly shown to the office of the acting dean. Here, a few minutes of waiting, necessitated by the dictation of a letter, enabled the visitor to meditate upon the graciousness infused into this ordinary business transaction by the quiet bow of the stenographer upon entering and leaving the room and to wonder if such a bit of charm might not work wonders for the atmosphere of many an American business office.

"I have heard much of Kobe College and its work for Japanese girls," explained the visitor, "and I wondered if I might see it at first hand."

"Indeed you may!" and forthwith a tour began of this institution which is doing so much for the education of Japanese girls and through them for the home life of Japan.

The buildings of the college are perched upon rising ground high above the city of Kobe, symbolic of its mission to the toiling hordes in the narrow, crowded streets and closely packed houses of the industrial city below. When the institution was first started, where the buildings now stand was a wild plum thicket and all about were rice fields. "Are you not afraid to be far from the city?" was asked the first workers. But now the city has come up to it and about it and a fine group of college buildings has been erected with grounds beautiful with trees, walks and flowering shrubs. "You will never get enough girls to come," was another objection that met the first workers. But before two years had passed, the original building was overflowing and another was needed. And now the present institution is insufficient and plans are under way for further development.

The upper 10 years of a 16-year education are given pupils, having taken who have completed the sixth grade of the government elementary schools. In addition to the usual courses in mathematics, history, geography, English and their own language, many branches of physical science are taught, household economy in the matter of food, clothing, housing, cookery, care of children, and household accounts are well covered, and lessons in sewing are included. A course in manners and morals is given; and a study is made of the Bible, including not only the Old Testament, the life of Christ, and various Epistles, but special instruction in the social applications of Christianity. The social welfare course covers among other subjects the study of the family, population, standards of living, the industrial world, child labor, efficiency, the dairy, juvenile courts and the probation system, the settlement movement, insurance systems, the co-operative movement, all topics that have direct bearing on pressing Japanese problems.

The classrooms are thronged with students, a bright, happy-faced lot. In the sewing room, a class was busily making kimonos. Appetizing odors floated from the cooking class. In the auditorium, a group rehearsed a little play to be given to some visiting school. The notes of a piano and the strains of a violin floated from the building where this work goes on, for music is an important feature of the curriculum.

The home quarters of the girls are very attractive. The dining room is large and sunny with many tables, low stools, pretty bowls of rice, chop sticks and flowers. In the middle of the room is a big square of cement in the center of which is the charcoal fire that heats the room. There are pleasant dormitories, a gymnasium, and outdoor playground, and a typical Japanese problem.

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Bulletin Sent Upon Request

FALL SESSION OPENS SEPT. 6

manliness and self-reliance. There is no other setting today which affords so splendid an opportunity for this, and camp directors are realizing this more vividly, as is shown by a growing reaction to the recent tendency toward overspecialization of camp activities.

When our summer camps can afford growing boys and girls an untrammeled opportunity for self-expression along wholesome and constructive lines—tending to unfold in them a greater confidence and freedom from limitation, they will meet a vital and genuine need in the general educational scheme of things and contribute a generous share of positive good to the education of the rising generation.

WALLACE GREEN ARNOLD,
 Member, Camp Directors Association.

When he first took charge of the Raymond School in 1907, it easily ranked among Chicago's toughest on account of the rowdy element that dominated it. Among the pupils there was little respect for law and order, and shooting affairs among the older boys in front of the school grounds were not unknown.

Yet a few years after Mr. Lewis had founded the Law and Order League, the Raymond School became strong in orderly discipline, good behavior, and wholesome school pride. Today, with an attendance preponderantly colored, even though handicapped by a constantly changing population of school patrons, the Raymond School is an example of a workable school democracy workable among all types of pupils, regardless of their race or color.

Initiative, Confidence, Civic Interest
 The Law and Order League is not an end in itself, but a means to an

end. And the end was not merely to cure the Raymond School of its reputation for toughness and to promote discipline, but to develop in its pupils the greatest possible degree of initiative, self-reliance, and civic interest. From the first, Mr. Lewis' ideal for his school has been the New England town meeting, and the Law and Order League was organized to inculcate lessons of direct responsibility for law-making and law enforcement. The policy of teachers and principal is to keep hands off and, as far as possible, to aid the pupils in their task of self-government in an advisory capacity only.

Following the example of our Federal government, the Law and Order League has organized a series of "SCHOOL MEETINGS" for the pupils. These are held in the school building, and are conducted by the principal and the teachers. The pupils are divided into groups, and each group is given a certain amount of responsibility for the conduct of the meeting. The pupils are encouraged to express their own views on the issues at hand, and to vote on the questions presented. The principal and the teachers act as moderators, and the pupils are given the opportunity to make their own decisions.

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The New England Town Meeting
as a Student Government Idea

Chicago, Ill., Special Correspondence
FOR almost 20 years a school democracy has flourished in one of Chicago's public schools, under the supervision of John L. Lewis, the principal, who originated this particular plan and worked out its details.

When he first took charge of the Raymond School in 1907, it easily ranked among Chicago's toughest on account of the rowdy element that dominated it. Among the pupils there was little respect for law and order, and shooting affairs among the older boys in front of the school grounds were not unknown.

Yet a few years after Mr. Lewis had founded the Law and Order League, the Raymond School became strong in orderly discipline, good behavior, and wholesome school pride. Today, with an attendance preponderantly colored, even though handicapped by a constantly changing population of school patrons, the Raymond School is an example of a workable school democracy workable among all types of pupils, regardless of their race or color.

Initiative, Confidence, Civic Interest
 The Law and Order League is not an end in itself, but a means to an

end. And the end was not merely to cure the Raymond School of its reputation for toughness and to promote discipline, but to develop in its pupils the greatest possible degree of initiative, self-reliance, and civic interest. From the first, Mr. Lewis' ideal for his school has been the New England town meeting, and the Law and Order League was organized to inculcate lessons of direct responsibility for law-making and law enforcement. The policy of teachers and principal is to keep hands off and, as far as possible, to aid the pupils in their task of self-government in an advisory capacity only.

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League has a constitution. It provides for two branches: executive and judicial. The executive has

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One Minute from Victoria Station
—250 Rooms and Suites with hot and cold running water. Single rooms from 10/6 (\$1.55), double rooms from 17/6 (\$2.25) per day. Restaurant seating 300 open to the public. Luncheon 2/6 (35 cents), Dinner 4/6 (\$1.50) and a la carte.

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The Savoy Hotel
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By FRANKLIN SNOW
DEVELOPING the interest of boys in matters pertaining to the railways has been undertaken by the Great Western Railway (England) in the preparation of a book entitled "The 10-30 Limited." Its sub-title explains its purpose, namely, "A railway book for boys of all ages."

Among the titles of chapters are the following: Paddington Station, London; locomotives; fuel; cars; train lighting and heating; vacuum (air) brakes; slip-coaches (cutting off a car while train is in motion); signals; freight trains, and other comprehensive subjects. The book is in narrative form, depicting a trip on the Great Western's mile-a-minute train to the Cornish Riviera, covering 226 miles in 245 minutes, between London and Plymouth.

Such a book, written in a "newspaper" style yet conveying much valuable information of a technical character, obviously is of value both as an advertising brochure and as a means of interesting boys in entering railroad service. American roads which have complained at the difficulty of obtaining competent young men might build the foundations for interesting boys in becoming railroad men through steps such as the Great Western has so successfully undertaken.

I. C. C. Report
The annual statistical report of the Interstate Commerce Commission on freight commodities handled by class I railroads in 1926 has recently been issued. It is a 139-page document analyzing the traffic of all leading railroads and giving summaries of these by regions.

For the year 1926, a total of 1,336,228,000 tons of freight were originated, and a total of 2,452,786,000 tons were carried by the Class I roads. Both totals are the highest for any of the years 1920-1927 shown in the summaries. The figures for the western district, concerning which numerous comments have been made purporting to show the unfortunate situation of the carriers, denote a satisfactory increase for the seven years' comparisons, and also an increase of 1926 over 1925 which is indicative of an increasing volume of business.

Financing by Stock
The plan to sell \$65,000,000 of common stock by the Baltimore & Ohio, following sale of stock by the Southern Railway, the St. Louis-San Francisco and the Chesapeake & Ohio in the past year, lends encouragement to the belief that the present top-heavy ratio of bonded indebtedness to total outstanding securities of the railroads may be reduced.

In the past five years, Charles E. Mitchell, president of the National City Bank of New York, recently pointed out, public utilities have sold more than \$1,000,000,000 in securities with nearly 30 per cent in stock; industrials have sold \$100,000,000 with 26 per cent in stock, while the railroads issued only \$3,000,000,000, of which only 5 1/2 per cent was in stock.

The Pennsylvania Dollar
Wages took 46.3 cents of every dollar of income of the Pennsylvania Railroad last year, the railroad reports, compared with a ratio of 43.2 a decade ago. Locomotive fuel consumed 4.5 cents, material and supplies 19.4 cents and other incidentals such as loss and damage, depreciation, together with fixed charges, equipment rents and taxes brought the total to approximately 90 cents. Dividends took 5.05 cents and a surplus of 4.98 cents out of the dollar was the final net.

Passenger Work a Vocation
The selection of passenger work as a life vocation was defended by M. M. Goodsell, general passenger agent of the Northern Pacific, in a recent address before the St. Paul Passenger Club. Mr. Goodsell termed the man who entered this type of work, with the present inroads being made into railroad travel by motor competition, "a genuine optimist."

Yet, among the advantages of such a vocation—in which a real salesman has unlimited opportunities to-day—he cited the fact that passenger transportation is an essential industry; the work is difficult and therefore interesting; it is a business full of change, variety and movement, and there is wide diversity of work, such as train service, schedules, rates, excursions, plans, advertising, soliciting, securing and then serving passengers.

Rock Island Bulletin
Twice a month, the Rock Island Lines summarize in a compact book-

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Vancouver's New Modern Hotel
Rates: Single from \$2.00, Double from \$4.50
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Cafe in Connection
Rates: \$1.50 Per Day and Up
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Ferry Steamer daily from Vancouver to
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Central and Modern—200 Rooms—100
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DINING ROOM and ENGLISH GRILL
Near Christian Science Church
FRED BUSH
VICTORIA, BRITISH COLUMBIA

PRINCE GEORGE

TORONTO, CANADA
Magnificently Furnished. Liberal Con-
ducted. Cuisine Unexcelled. Courteous
and Prompt Service. European Plan.
E. WINNETT THOMPSON
Managing Director

let a report of crop conditions and correlating matters in the states served by its lines. The data is obtained by wire from representatives in the field, and the printed bulletin, bearing the signature of A. MacKenzie, vice-president and freight traffic manager, is of interest and value to business houses, bankers, railroad men, as well as to the agriculturists themselves, as a helpful forecast of crop conditions and the attendant economic situation in the middle and southwestern states.

Average Miles Traveled
"If you did not get your 303 miles of railroad travel last year someone else must have traveled that distance for you," F. S. McGinnis, passenger traffic manager of the Southern Pacific, observes. During 1926, the principal roads performed an average service equivalent to that amount of transportation for each individual. The computation is based on the total number of revenue passenger miles, amounting to 35,500,000,000. A total of 860,000,000 passengers rode on the railways last year.

Northern Merger
Sufficient progress has been made toward the merging of the Northern Pacific and the Great Northern Railways for the plan to be ready for consideration by the Interstate Commerce Commission. The Burlington and the Spokane, Portland & Seattle roads will be a part of the combined system. Thus far, no minority stockholders have come forward with any objections and the merger committee's work has proceeded in an unusually harmonious manner.

New Trains Established
To provide fast week-end service to the Maritime Provinces, the Boston & Maine has scheduled a train named the Acadia, leaving Boston at 3:20 p. m. Friday, with through sleeper to Halifax, reaching there at 5:35 p. m. next day. This operates in the Pine Tree Limited to Portland. A through day train from New York to Portland, carrying parlor car, and two sleeping sleepers for Van Buren, St. John and Miramichi leaves New York at 12:10 p. m. Fridays.

Of Interest to Travelers
The Cape Codder, of the New Haven Railroad, is operated Fridays from New York, leaving at 10:20 p. m. with sleepers for Woods Hole and Hyannis, reaching way stations at convenient morning hours. The train returns Sunday evening. A Washington-Hyannis sleeper is handled, operating in the Montreuil and Washingtonian between Washington and New Haven.

Connections with through New York Central trains to add from the West is provided at Albany by the "West Pointer," a new West Shore train.

Boston & Albany train No. 49, leaving Boston at 6:10 p. m., is carrying sleepers to Lake Placid, Clayton and Niagara Falls, thrice weekly, except Niagara car, which runs daily.

AMERICANS PLANNING BIG CLIMBING FEAT
JASPER, Alta. (Special Correspondence)—With the object of obtaining a complete topographical and geological survey of the last unexplored ice regions of the Canadian Rockies, a party will leave Jasper during the present month. The region which is the goal of the expedition lies directly north of the vast Columbia ice field, the geographical apex of the North American continent. Three oceans are fed from this great ice field of 110 square miles, for from it flow the Columbia River, which flows to the Pacific Ocean, the Athabasca River, which flows down to the Arctic, and the North Saskatchewan,

which eventually reaches the Atlantic Ocean. The party planning this great climbing feat will be headed by Alfred J. Otholmer Jr. of Philadelphia, who has had considerable experience in exploration in the Rockies. John de Laitre of Minneapolis and W. R. McLaurin of Boston, together with guides and packers, will complete the party. Harvard University, the Canadian Government and scientific societies will receive the data and surveys gained from this exploration party.

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OCEAN CITY WILDWOOD
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(Corona Inlet) W. Cape May
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Stone Harbor Cape May Point
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Where Summer Lasts Six Months
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Twelve flourishing resorts extend their invitation to you to come to this "Peninsula of Opportunity."
You'll find plenty of attractions in each resort—Boardwalks, Ocean Piers, Concerts, Dancing, Golf, Tennis, Horseback Riding, Motoring, Water Sports, Bathing and Fishing. Modern hotels and boarding houses and comfortable cottages, apartments and bungalows for rent for the season.
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W. R. C. HALL, Publicity Director
CAPE MAY COUNTY CHAMBER OF COMMERCE
Cape May Court House, New Jersey



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VACATION SPOT IDEAL NO MOSQUITOES For information, write to:
CHAMBER OF COMMERCE, 113 Boardwalk, Asbury Park, N. J.

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On the Sea Girt, N. J.
In the pine and holly section, one mile south of Spring Lake, a charming hotel accommodating 300, with its own boardwalk, private beach and bath houses; golf, tennis, swimming and dancing. Restaurant, night club, and grounds. Casino, Game Room, Tea House, etc.; two 18-hole golf courses; high-class accommodations moderately priced. Open to late September.
Phone Spring Lake 831

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Hotel MORTON
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250 Rooms—half with baths.
Two concerts daily.
Tune in with us through WPG.
Renowned for real hospitality and good food.
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Ownership Management

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Atlantic City
The Pre-eminent Hotel Achievement
On the Boardwalk, Opp. Heinz Pier
ATLANTIC CITY, N. J.
AMERICAN and EUROPEAN
Also The Wheeler Dining Room
Delicious and Wholesome Food

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On the Boardwalk, Opp. Heinz Pier
ATLANTIC CITY, N. J.
AMERICAN and EUROPEAN
Also The Wheeler Dining Room
Delicious and Wholesome Food

The Guest House
310 South North Carolina Ave.
ATLANTIC CITY, N. J.
Attractive Rooms in High Class Restful Environment. Free Tray Breakfast. Reasonable Rates. Open All Year.
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New Clarion
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J. N. IRELAND, Proprietor

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ATLANTIC CITY, N. J.
Attractive rooms, European plan, tray breakfast, \$2.00 per day and up. Special weekly rates. Refined restful environment.
W. M. PLATT, Prop.

Hotel Patrick and Henry
ROANOKE, VA.
ROBERT R. HENRY, Prop.
300 Rooms, 300 Baths, Station, \$2.00 per day and up. Unexcelled sample rooms.

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THE COPLEY PLAZA
THE PLAZA
THE IROQUOIS HOTEL
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Forty-Fourth Street
Between Fifth and Sixth Avenues
SINGLE ROOM WITH BATH.....\$3.50
DOUBLE ROOM WITH BATH.....\$5.00
Special Rates by the Week
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Single Room and Bath from \$2.50 a day and up. DOUBLE Room \$2.50 and up.
Combination Breakfast
Luncheon 75c Dinner \$1.00
Hotel is one-half a block from subway Express station.

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In heart of uptown business and amusement centers. Attractively furnished, light sunny rooms, with and without private bath or shower. Exceptional accommodations for business and professional men. Club advantages with hotel service. \$2-\$25 Daily—\$10-\$15 Weekly

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SPECIAL SUMMER RATES
LARGE ROOM, BATH \$3.50 DAY 7 PERSONS \$5
TEA ROOM-RESTAURANT-LUNCHEON DINNERS
NEW YORK STATE
THE TRUBEE
Incorporated
414 DELAWARE AVENUE
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Quiet Apartments. Beautifully Situated Near the Heart of the City. Single Rooms With or Without Private Baths.
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GRACE DODGE HOTEL
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Situating near the Capitol and the Union Station
Beautiful appointments. Excellent food and service. Open to men and women. No Tipping
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at 29th Street
Private Bath Houses for Guests.

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FLORIDA
Spend Your Vacation at
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JACKSONVILLE BEACH, FLA.
Directly on the Ocean Front
American Plan, \$5 and Up
European Plan, \$2.50 and Up
Excellent cuisine is assured under the personal management of Chef Gordon, noted Holland chef.
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"Where the Tropics Begin"
All Outside Rooms
Electric Fan in Each Room
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On Beautiful Lake Taneycomo
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European Plan
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200 Rooms—200 Baths
The Ben Milam Hotel
Opposite Union Station
250 Rooms—250 Baths
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EXCELLENT CAFES
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Rooms, suites, apartments, facing beautiful Hermann Park with its Municipal Golf Course. Transient rates \$3.00 per day and up.

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THE BRYSON offers the UTMOST in HOTEL VALUE; unusual service—quiet elegance—the comforts of an exclusive home and good food. All of these at the LOWEST POSSIBLE COST.
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You pay no more for the character, the reputation, the prestige and the refinement of Hotel Sovereign. Here is your type of hotel home, with luxury in quiet good taste, and a wide variety of better hotel accommodations. Cool, spacious single rooms and bath with tub, shower and running ice water, at \$4 per day, \$80 per month, up.
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A DISTINCTIVE residential and travel hotel. Ten minutes north of the loop in a neighborhood of quiet refinement. All rooms with private bath.
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50 rooms.....	\$1.50	\$2.00
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200 rooms with priv.	\$2.50-\$3.00	\$3.00-\$4.00
300 rooms with priv.	\$3.00-\$4.00	\$4.00-\$5.00
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LOS ANGELES, CALIF.300 ROOMS
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A new motor hotel that is like home. Completely furnished. Rates \$2.50 per day and up. Wonderful marine view.

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Fireproof. Every Room with Bath
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Single \$1.50, \$2.50; Double, \$2.50, \$3.50
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By Boat, Bus, Motor or Rail.
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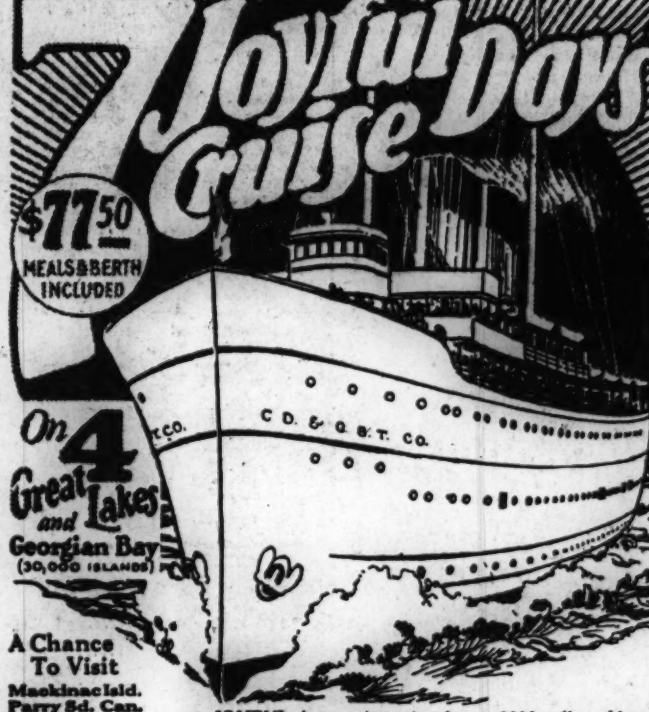
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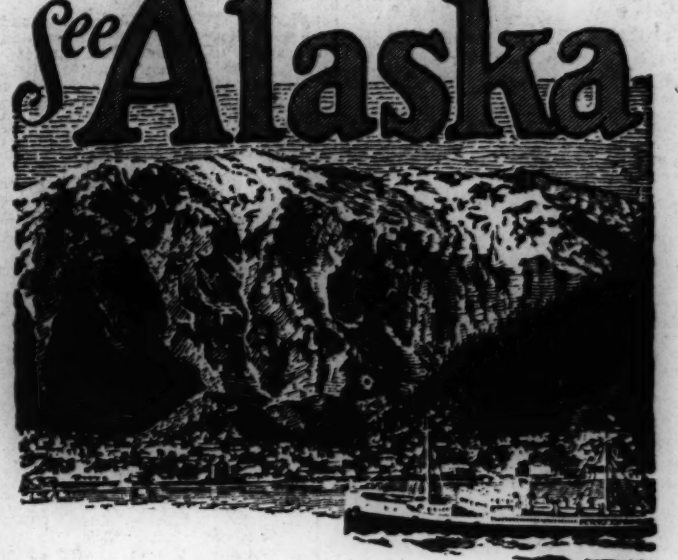
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PICK-UPS

WASHINGTON has apparently taken up the chase of the Yankees in earnest. The Senators have come from fourth place to second, and evidently they intend to move higher.

Thomas, Hartford pitcher, allowed Albany only two hits Thursday, but they were home runs. The Hartford team

Christian Science Monitor.

**The
Christian Science Monitor**

Household Arts, Crafts and Decoration

Attractive Furnishings for the Summer Porch

As the season advances, thoughtful housewives are beginning to look forward to the necessary renovations in the furnishings of country homes. Nowadays the most outstanding feature of a country place is the wide porch, which is practically an outdoor room. Bygone generations were often satisfied with narrow verandas barely wide enough to hold a row of chairs, which were brought out from hall or dining room, when occasion demanded.

Today, however, the summer porch, which usually has the dimensions of a fair-sized room, even when it is attached to a modest bungalow, must be appropriately and attractively furnished. It is at once an outdoor living room for the family—where they may lounge in cheerful sunshades tempered by cool breezes and in one or another charming view of ocean, hills, or verdurous landscapes—and an informal reception room for guests.

It must, provide, therefore, comfortable arrangements for the daily convenience of the household, and, likewise, some means of offering hospitality. The first requisites are chairs or lounges where family guests may take their ease, and a table for holding magazines, books and fancy work or for serving, on occasion, cool drinks and light refreshments.

In the shops
The furniture shops and department stores began offering such wares toward the end of April. The simplest sorts of porch furniture consist of three pieces, a settee, an armchair and a rocking chair. Other suits have four, five or six pieces. For example, a large department store shows recently an unusually handsome suit of wickered willow in blue and gold, the colors arranged in small oblongs. The six pieces included a settee, armchair and rocking chair, a desk with a small desk chair and a large handsome fernery, the fresh green of whose plants gave a vivid note to the ensemble. The price of this set was a trifle under \$250. The cushions were of brilliant cerise. Another attractive set at this place was of wickered willow in Chinese-red.

In a smart department store, catering to an exclusive trade, some very striking and handsome sets were seen. These places do not carry cheaper grades. Most of the wares are in a high quality wicker, and the cushions are of rich red and stick willow are employed. The coverings, too, are of a very striking and exclusive material. A very striking set here consisted of four pieces in fine red; a settee, two chairs and a long, narrow table running the length of the settee. The cushions, which were removable and filled with the best springs, like automobile cushions, were covered with a brilliant cerise, figuring a rosy-plumaged macaw amidst large, exotic and tropical flowers of crimson hue. This set was priced at \$285. Forty dollars extra was a long wide ottoman of unusual shape, which could be used as a footstool, as a low seat for children, or, with the cushion removed, as a convenient low table for refreshments.

At the same place a three-piece set of fine wicker combined with handsome lacquered wood artistically decorated with dull gold, was \$775. This place showed a wicker four-piece set in red at a bargain price of \$135.

At a popular-priced furniture store, a greater variety of material and a greater range of prices was found. The materials here chiefly employed were willow, stick willow, which is effective though not so handsome as the round wicker, and fiber. By the way, though it much resembles willow, it is really a synthetic material, made of compressed paper pulp. While the cheapest sets come in this material, the better grades of it are used for some very attractive suits and the prices are sometimes higher than willow. A four-piece fiber set of the better sort was priced at \$159.50, to this could be added desk and chair for \$42.50 extra, making the six-piece set, \$232.

Although chairs and tables are the prime essentials, there are many agreeable accessories to be added individually to these outdoor living rooms. If the porch is large enough, a swinging hammock with broad cushioned seat may be added. It may have a canopy, though this is not really needed unless the hammock is sometimes placed on the lawn. These swinging or gliding hammocks range in price ordinarily from \$30 to \$50, though much handsomer ones may be obtained.

They come in smaller sizes for the use of children, at a lower price. Less room is taken up, of course, by the ordinary netted hammock. On an unusually long porch a wicker daybed may be placed at one end, or, if desired, this may take the place of the settee. A very handsome one with luxurious mattress and cushions was priced at \$124 in a Fifth Avenue store.

If additional chairs are needed the hour-glass model with curving fan back is picturesque, and offers a pleasing background for the wearing of a dainty costume. Attractive sets of bookshelves with wicker back and sides are a convenience for holding books, magazines and newspapers.

Since the porch is often more in use at night than in the daytime, it must be suitably lighted. There may be picturesque wrought-iron lanterns or tall antique standards holding a row of candles or there may be lamps. A number of porch especially deep lamps.

It is a good idea when various members of the family are interested in sport to have a low chest, which may serve not only as a seat, but be used to hold tennis rackets, golf sticks and balls, and so forth.

in wicker and of a suitable height for displaying high-stemmed blossoms, as hollyhocks, gladioli, cosmos, asters, dahlias and chrysanthemums.

For shorter-stemmed flowers or for growing plants, jardinières of pottery, earthenware, brass or copper may be used. One very striking jardinière of copper finished with a rich green patina relieved by cleverly contrived touches of the bright metal beneath, was mounted on a standard some eight or more feet tall; filled with nasturtiums this would look gorgeous, or it might hold a pot of ivy, its graceful vines being allowed to hang downward.

Wicker service carts are often found useful, but equally attractive and more easily handled are the wicker baskets with glass or porcelain trays within, some of them fluted for placing on a table and some of them conveniently mounted

Home Making

Conducted by
MRS. HARRY A. BURNHAM
Chairman, Division of Home-Making Department of the American Home, General Federation of Women's Clubs

LETTERS which I have been receiving during the last few weeks make me feel sure that I can help the readers of this column more by giving suggestive programs than in any other way so I will include three this week which have come to me from Mrs. Alfred R. Driscoll, 326 Warwick Road, Haddonfield, N. J. Mrs. Driscoll is chairman of the American home department in the New Jersey federation and she developed these programs which have been used with much success and interest in her State.

The first program was given the title of "Charms." This enticing name caused many to attend the meeting to find out what charms might be: they learned that the subject was to be the charms which make a home attractive. The meeting was opened by the singing of some loved old song, in the case of one club it was "Swanee River," then different members of the club spoke for five minutes each on these topics: Books, music, art, story-telling, religion, and, since Mrs. Driscoll believes with many of us that a home is not quite complete without a garden, the closing topic was "Our Gardens." The meeting closed by singing "Home Sweet Home." One of the reasons, it seems to me, why this program has met with so much favor is that it has been entirely contributed by the club members themselves from their own experience. This always gives the greatest pleasure.

The second program Mrs. Driscoll called "The Three Bells," meaning the home, the school and the church. The speakers this time were a mother who was one of the club members, the principal of the local high school and one of the local clergymen. Each speaker showed how the three bells should work together in mutual interest and harmony. Again no talent except that which was available in the town was used.

The third meeting was so helpful that the papers read there have been radiocast by request. This topic was "The Foundation of the Home" and papers were prepared by members of the club on the subjects of marriage, divorce, and the laws of the state as they affect the home. This last subject is one which we all need to understand better. It would be a splendid plan to have a class in each club the coming season that would take up that subject for study under the leadership of someone who is versed in the subject. It might lead to the changing of many laws now on the statute books and, what would be a much-desired result, to more of the women taking an active interest in the election of the law makers.

On the Care of the Home
Those readers of this column who remember the report of the talk given at the General Federation Council meeting in Grand Rapids by the chairman of the home making division will be glad to know that the first need of today's homemaker, as outlined in that talk, is having some practical help given to it by a new book recently published in the Home Management Series put out by Harper & Brothers. The book is called "The Care of the Home."

It is written by Henrietta Durfee Robinson, instructor at Pratt Institute, Brooklyn, New York. It carries an introduction by Elizabeth C. Condit, supervisor of the home making courses at the institute. Miss Condit says that the book was written because housekeepers and students in the care of the home classes at Pratt Institute were constantly asking for extra copies of the notes used in those classes. The book is especially valuable because Mrs. Robinson experimented and worked in her own home, as well as in the laboratory, to find the best methods to use in cleaning house. In doing this she considered the convenience and comfort of the family as well as the facility with which the task may be accomplished by the worker. Some of us who do the work in our homes ourselves are prone to forget the comfort of the family in our eagerness to get the work done. The new housekeeping is done largely with the aid of mechanical devices. The chapter on the care of equipment is full of suggestions for the use and care of these modern appliances.

The chapter called "Keeping Clean by Schedule" includes a well thought out schedule of tasks to be done daily, weekly, monthly and occasionally.

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on a standard. Some particularly attractive ones range from \$5 to \$10 in price. Many of these are offered with a set of bright-colored glass and pitcher for ice water or lemonade.

Rugs and Awnings
Awnings are not always necessary but where used they should be in harmony with the general color scheme of the other furnishings. Broad stripes in white and crimson, white and yellow, white and orange, or black and orange, are effective.

It depends upon the nature of the floor whether rugs are desirable. If the floor is of hard tile, some covering is found comfortable. Grass rugs are much used and come in a wide range of colors; soft tones of green, of brown, of tan, are preferred by many people, one may get admirable results with richer tones as in the case of a black rug with an ornamentation of brilliant colors in one corner. Fiber rugs, too, are popular and, possibly, somewhat more durable than grass rugs. At any rate a point is made of the fact that they are both waterproof and fireproof in spite of the compressed paper of which they are composed.

Home Making

Conducted by
MRS. HARRY A. BURNHAM
Chairman, Division of Home-Making Department of the American Home, General Federation of Women's Clubs

Mrs. Robinson says that she has put some tasks in one part of the schedule which other housekeepers will feel belong in another division, which is one of what Arnold Bennett said of a financial budget: "A budget is to be respected but not worshiped." The following quotation from the last chapter of the book will be appreciated by most of us: "The first thing to be considered in working out the weekly routine is the day, or perhaps the two or three days, when a part of one's time is regularly devoted to put-out-of-the-home interests. To get away from her job is quite as good for the housewife as for her husband and her woman friends who devote the greater part of their time to a business or profession. The homemaker, in fact, has an advantage over her husband and the business woman in that homemakers can fit housework to the mothers' club, the bridge party, or to golf or tennis, while the business man or woman must fit recreation hours to the needs of business."

Poetry and Dishwashing
Last year I visited a club in Baltimore, Maryland. A few days after the meeting there I received a poem, from Mrs. Helen Bailey Davis of that club, which she said she had written after hearing my talk on "Poetry and Dishwashing." It has recently been printed in the Southern Churchman and I am glad to pass it along for others to enjoy:

It isn't such a dreadful task
If one will think
Of something very, very pleasant
While standing at the sink.
Repeat a lovely poem, or sing
A favorite tune
While the swishing water hums
Its merry, splashing tune.
Watch the sunlight glinting on
Suds and steam
In the dishpan; even soapy
Rainbows set one dreaming.
For kitchen work I always wear
My prettiest smock.
Because I love the folk for whom
I wash the pans and crocks.

Rabbit De Luxe
This wholesome food seldom finds a place in the small menu because "one gets so tired of it." But try a rabbit in these different ways. The shop will join it so that it is easily disposed of.

Rabbit Steak
First partly stew the rabbit. The legs can then be boned and stuffed as rolled steaks. Chestnut dressing is a delightful accessory. The chestnuts should be boiled. Decorative mashed blended with margarine and crumbs and part of a beaten egg. The rabbit can be flattened out and rolled round the stuffing, and coated with it; too, and fried, baked, or simmered in stock. A herb and lemon peel dressing can be used.

Rabbit Stew, an Old Recipe
Take the joints required, boned or not. Add a little strong stock (in which the rabbit was partly cooked) and a dash of vinegar, an onion or two, grated nutmeg, and stew. Then add a tablespoonful of melted butter and a diced half lemon and put them into hash, with some butter and simmer again. Thicken the sauce and serve.

Finally, it can be cooked in onion sauce, or stewed with diced pork or bacon, in a casserole. It is good cold, when so-cooked.

The chief point is to season the parts, partially cooked, with different flavors; and once partly stewed, they can be set aside to be finished two or three days after and served hot or cold.

Forethought is the real need of the busy housewife; a plan in time saves nine.

Correction
The Christian Science Monitor regrets that in its issue of June 17, on the Arts, Crafts and Decoration page the mis-statement was made that replicas of the fountain by Raoul Tonkin could be secured for \$5. This amount was a misprint for \$600.

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What Is New in Kitchen Smocks

AN EXAMPLE of the many changes which modern living has brought about is to be found in the way women garb themselves for their household duties. Gone are the house dresses that were accepted uncomplainingly for many years as the proper garments for the home-maker's working hours; gone, too, are the "lap" aprons once worn to protect the gown beneath. Their places are usurped by the becoming smock.

Types of smock are numerous. Three of the most useful are sketched. The coat smock on the left

of the dressy variety and is most appropriate for the woman who has servants. It presents a decorous and cheerful appearance at the breakfast table and during the morning hours of planning the household affairs, writing letters, or cutting flowers. The kitchen smock is still made of gingham or cotton print, but these materials are greatly improved in coloring and design by new processes of manufacture. For years the gingham prepared for household use were for the most part standardized plaids. Recently gingham manufacturers began to



With a Modish Smock One May Be Well-Dressed When at Work.

is perhaps the most convenient, for it can be slipped on over the formal costume. The smock at the right is made with an opening from the collar running down the front of the dress about 8 inches. A button and buttonhole—a single one—close this garment at the throat. The long sleeves have tight cuffs which protect the arms from dirt, and can be turned back when in danger of getting wet. The smock in the center is

offer innovations in patterns and colorings which are no more expensive than the hackneyed ones of old and which, like the old ones, possess fast colors and durability. Smocks, however, are not made only of cotton materials but of washable silks as well. Pongee and shantung silk in all conceivable shades are widely used, and smocks serve every purpose from kitchen use to boudoir wear.

Iceless Refrigerator

THE servantless home and modern ideas regarding sanitation have been largely responsible for many of the finest labor-saving devices which have come to the aid of housewives. Iceless refrigeration is playing an increasingly prominent role.

If one owns a refrigerator in which ice is used, this refrigerator is in good condition and has insulating walls at least two inches thick, it is quite likely that it can be refitted for iceless refrigeration. As a matter of fact, over 50 per cent of the installations at the present time consist of such converted refrigerators. This, of course, saves considerable expense.

Iceless refrigeration is obtained by the use of electricity or gas. Both these methods are successful, but an ice refrigerator cannot be converted to gas refrigeration.

Cost Less
It is probably news to many people that the cost of operating an iceless refrigerator is less than the cost of ice. In a test, covering a period of 13 months, conducted in the Modern Priscilla Proving Plant, in Boston, the comparative cost of electric refrigeration at a temperature of 32 to 42 degrees F. was \$17.40, in comparison with ice refrigeration for the same length of time, at a temperature of 48 to 56 degrees, at a cost of \$20.40. Iceless refrigeration, therefore, proved not only more economical, but kept the refrigerator at a lower and more even temperature.

It is almost impossible to maintain an ice refrigerator always at a temperature below 50 degrees, especially during the hiatus in ice delivery on Sundays. Iceless refrigeration makes it possible to keep an ice-box at practically a fixed temperature. Food spoilage is thus prevented, and food may be bought in larger quantities—a point which always appeals to a housewife when doing her marketing.

The fact that an iceless refrigerator can be regulated so as to be kept at a practically even temperature, makes it possible to place such a machine right in the kitchen, which saves many steps.

Most iceless refrigerators are

Extra Fancy Hand Selected

OREGON FRANQUETTE

WALNUTS

5-pound gummy sack \$2.25 at store

10-pound gummy sack \$4.25 at store

Mail Orders Filled

SEALY-DRESSER COMPANY

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The World's Remedy for Soiled Carpets

You can so easily clean your carpets at home, and make them look like new, with just a little CHIVERS' CARPET SOAP. It removes the dirt, grime, and grease, and restores the color. It is safe for all types of carpeting, and it is so easy to use that even a child can do it. Write today for the full story.

Arctic Ice-Saver

A scientific chemical-impregnated woven cloth.

GUARANTEED TO REDUCE YOUR ICE BILL

Will not raise temperature of Ice Box or Refrigerator like newspapers, burlap or ice blankets.

Stops the unnecessary melting of ice. ARCTIC ICE-Saver is laid loosely over ice and partially down the sides which insulate against the warm air from the top of the refrigerator.

Covers up to 100 lbs. of ice. Easily cleaned in cold water. Harmless, odorless, sanitary. Will not impart odor or taste to food. Thousands now in use. Send us a DOLLAR for one and save the rest.

Agents wanted.

CALDWELL SALES COMPANY

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MAKER TO WEARER

Style 299 As Illustrated

Heavy Quality, All Silk, Honan Guaranteed

Washable Summer Dress

Sizes 16 to 46. Colors: White, Tan, Gold, Blue, Green and Rose

Price \$8.95 Postpaid to You

Satisfaction guaranteed. Good territories open for agents on commission.

BELMAR DRESS COMPANY

BELMAR, N. J.

value. Then the purchaser must find out whether the company has adequate representation near her, for the best of iceless refrigerators is of no value unless properly installed, and needs some care at intervals. However, the cost of upkeep is very little. A nation-wide survey by an independent organization showed the average cost to be about \$7 a year, whereas one of the largest electric refrigerator companies states that the cost of servicing their machines averages less than half that sum.

To Wash a Down Comforter

A down comforter may be made to look almost like new again if washed in this way:

Let it soak over night in cold water. In the morning soak it for an hour in tepid soapwater made with mild white soap. Then wash it by pressing it gently with the hands and rubbing with soap any specially soiled places. Press the water out carefully with the hands. Let the comforter soak in clear water for half an hour, then press the water out with the hands. Repeat this in more clear water until there is no trace of soapwater. Do not wring or twist as this would leave unsightly drawn places in the cover after it is dry. Hang it out of doors in a sunny, breezy location, but avoid too hot a sun lest in the slow drying the cover should fade. If possible have two clothes lines, three or four feet apart, and spread the comforter over both lines, letting each end hang over a line. The less it sags the faster it will dry. Turn it over often, shaking it a little each time. It will require two or three days for the down inside to become entirely dry, so it should be hung indoors or on a porch at night. When the down is absolutely dry it will be as fluffy as when new. No matter how soiled an old down comforter may be, it will well repay cleaning in the manner described.

Sweet Pickle

The housewife who is fond of sweet pickles will find the following a good way to prepare them. Have a large stone jar ready, and as the cucumbers are gathered, put them in it and cover them with a brine strong enough to bear a fresh egg. Add the fresh cucumbers as they are gathered. Tender beans, small onions, and undeveloped roasting ears (corn-babies) 2 to 3 inches long can be added to the brine with the cucumbers. The pickles must be kept under the brine, and a thin cloth tied over the jar.

When the jar is nearly full, soak the salt out, and boil the pickles in spiced vinegar. A little alum added to the vinegar will make the pickles crispier, and help preserve the green color. When cool enough to handle, cut the pickles into sizes suitable for table use, put them into stone jars, and cover well with sugar and a little ground spice. It will not be long before a rich sirup covers them, and in 2 or 3 weeks they should be ready to eat. If allowed to stand longer, they will be better.

An easier way, but more expensive, is to buy plain sour pickles that come in barrels and add alum at most grocery stores. Cut these pickles up, and put sugar and spices over them as when preparing the fresh cucumbers.

Women Make Good Income

Whole or part time (not house to house), by displaying unusual distinctive popular priced imported jewelry and leather articles in women's clubs, schools, colleges, summer resorts, hotels, etc.; consignments of stock sent without cost; unusually liberal commission.

E. ERSKINE HILL

120 W. 42nd Street, New York City

This is not a regular boudoir slipper

But a house slipper made on a good fitting last of black kid with long heel and toe patch. By mail to you, \$2.75. Made in U.S.A. Write to order, A. B. C. D. E. Widdis, Brown 10, 224 E. 57th St., New York 22, N.Y.

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Bathing and dressing made so easy and comfortable. Polds up Light, 8 in. x 12 in. Leave on tub O.V.T. (Pat. Pend.)

Satisfaction Guaranteed

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Pays for itself Hundreds of Times

Mother's Easy Slide Pressing Cloth

Wonderful Special Treated Cloth—No more ironing or waiting of iron.

You can press Men, Women and Children's wearings speedily with the ease of a skillful tailor.

You can use any kind of iron.

EZY SLIDE PRESSING CLOTH CO.

446 Main Street, Cincinnati, Ohio

(Dealers and Agents Wanted)

Picnic Accessories for the Automobile

HALF the fun of a picnic for boys and girls is cooking some dish out of doors. The camp stoves in public parks are used so much that unless one gets a place early in the morning or afternoon it seems almost impossible to cook anything at meal time. Obviously, the best way to overcome this difficulty is to carry one's own camp stove, so it will be available wherever and whenever it is wanted. Of course, camp stoves can be bought, but a most excellent substitute can be improvised for as little as 25 cents.

For this amount, any tinmith will cut a piece of galvanized tin about 2½ feet long by nine inches wide, and will bend back the two short ends a little, one one way and the other the other way, so that when they are brought together, one edge may be slipped into the other and the two will "lock," forming a cylinder. Two wire shelves from an old portable oven—or borrowed from the oven of the gas or oil stove—completes the equipment, all of which, with a small shovel, will fit in the most shallow tool box of the car.

In setting up the stove, remove a clod of earth and turn it upside down on the grass at a little distance. Lay one of the grates over the hole, make a cylinder of the metal and set that on the grate. Into the stove drop dry paper, grass and kindling, cover generously with charcoal and touch a match to the fuel. Put the second grate on top to support the cooking utensils. In a few minutes the fire will be hot enough to fry or broil fish, beefsteak or wieners, or do almost any other kind of cooking, and do it quickly, too.

When the fire is no longer needed, poke the top grate and the cylinder off to cool, and dump into the hole any embers that are left. Put the clod of earth back in place and stamp it down. When the metal is cool, the ends may be unlocked and the piece stamped out flat ready for packing with the grates and shovel.

A rope for a swing and a board for its seat will also fit in this shallow tool box, and should be part of the picnic equipment in every family where there are children. Aside from the pleasure the little folk get from swinging, it is necessary to remember that a picnic should allow mother a chance to rest. With the children happily occupied, she can read or talk in peace.

If four stakes are carried under the seat, it is an easy matter to set up a picnic table. Drive two of the stakes into the ground a trifle deeper than the other two, and the long seat of the car set on top of

Highly Recommended by Experts
Alice Bradley, famous expert, shows just how to make home cooking, cake-making, candy-making give big profits! How to cater, run profitable TEA ROOMS, Motor Inns, Cafeterias, etc.—over 31 ways to make money! Write for illus. booklet, "Cooking for Profit," it's FREE! AMERICAN SCHOOL OF HOME ECONOMICS 187 E. 9th St., Chicago

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30 FOR \$1

Every Net Guaranteed 100% perfect. Finest Quality. Human Hair. Braid or Double Mesh. Cap or Fringe. For Long or Short Hair.

Gray or White. 8 for \$1.00

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Your Pequot sheets wear so long, and stay so soft and snowy white, because they are made conscientiously, with scrupulous care.

Pequot are made by skilled hands, under the inspection of exacting eyes.

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Made by the Pequot Company, Salem, Massachusetts

Mapleline is an ideal flavoring for frozen desserts

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Mapleline

STEERS WITH
WEIGHT GAIN
AT CHICAGOLive-Stock Prices Uneven—
Yearlings Lower—Hogs
Firm—Lambs Easy

Special from Monitor Bureau

CHICAGO, July 1.—The spread in both steer and hog prices was considerably less than a week ago, according to the weekly review of the Chicago Livestock Market by the Bureau of Agricultural Economics, United States Department of Agriculture. Lambs sold mostly on local account, with closing sales best of the week.

Better grade fed steers were steady to 25 cents higher than a week earlier, but other grades were largely 25 cents lower, some including good grade midweights, showing 40 to 50 cents lower. Yearlings were steady to 25 cents lower in the main.

Fat cows were steady to 50 cents up, best heifers showing around 25 cents advance. Bulls and all cutters were mainly steady. Yearlings showed 50 cents lower, some including good grade midweights, showing 40 to 50 cents lower. Yearlings were steady to 25 cents lower in the main.

Top 1450-pound steers made a new mark at \$14.25, other big kinds going at \$13.50 to \$14.30. Some offerings averaging 1250 pounds made \$14, and yearlings around 1000 pounds sold at \$13.15. Bulk of all weights went at \$9.75 to \$13.50. Grass cows sold largely at \$5.50 to \$7.25, with fat ones upward from \$5, but rarely above \$6.

Heifers topped at \$11.55, with other choice fed ones at \$11 to \$11.50, and grassy offerings usually around \$9.50. All cutters went generally at \$4.25 to \$5.50. Medium bulks went mostly at \$4.25 to \$5.50. Better grade yearlings, usually brought \$12 to \$12.50. Fat cows were mostly down from \$8.25.

Heavy butcher hogs and packing hogs as well as some medium grades of all weights were mostly steady. Higher kinds with quality showed 25 to 35 cents advance. The top was \$9.50 on the close.

The bulk of 100 to 250-pound weights made \$9.50 to \$9.75, with heavier kinds mainly at \$8.50 to \$9. Pigs were mostly 25 to 35 cents higher and the best sold around \$8.25. Most packing sold cleared at \$7.40 to \$7.50.

Fat lambs finished 50 cents to \$1 lower, while sheep were strong and higher kinds with quality showed 25 to 35 cents advance. The top was \$9.50 on the close.

No natives packed \$12.75, the bulk making \$12.50 to \$13.50, and culls \$9.25. Ewes sold downward from \$6.50. Choice light feeder lambs were quotable at \$12.50, and heavier at \$12.35.

MONEY MARKET

Current quotations follow:

Boston New York	
Call money—overnight	4 1/2%
Commercial paper—4 months	4 1/4%
Time loans—6 months	4 1/4%
Year money	4 1/2%
Time loans—6 months	4 1/4%
Year money	4 1/2%
Time loans—6 months	4 1/4%
Year money	4 1/2%

Bar silver in New York 56 1/2¢
Bar silver in London 56 1/2¢
Bar gold in London \$149 1/2

CLEARING HOUSE FIGURES

Exchanges—\$112,000,000
Year ago today \$114,000,000
Balance—\$12,000,000
Year ago today \$12,000,000
R bank credit \$6,000,000
Year ago today \$6,000,000

PRIME ELIGIBLE BANKS

10 days—3 1/2%
30 days—3 1/2%
60 days—3 1/2%
90 days—3 1/2%
120 days—3 1/2%
180 days—3 1/2%
240 days—3 1/2%
360 days—3 1/2%

LEADING CENTRAL BANK RATES

The 12 federal reserve banks in the United States and banking centers in foreign countries quote the discount rate as follows:

Atlanta—4%
Boston—4%
Cleveland—4%
Chicago—4%
Cincinnati—4%
Dallas—4%
Denver—4%
Detroit—4%
Houston—4%
Kansas City—4%
Los Angeles—4%
Minneapolis—4%
New York—4%
Philadelphia—4%
Portland—4%
San Francisco—4%
St. Louis—4%
St. Paul—4%
Seattle—4%
Wash. D.C.—4%

FOREIGN EXCHANGE RATES

Current quotations with the last previous exchange as follows:

Stepping—Today Last Prev. Parity
Demand—\$1.35 \$1.35 \$1.35
Cables—\$1.35 \$1.35 \$1.35
France—\$1.35 \$1.35 \$1.35
Germany—\$1.35 \$1.35 \$1.35
Italy—\$1.35 \$1.35 \$1.35
Japan—\$1.35 \$1.35 \$1.35
Netherlands—\$1.35 \$1.35 \$1.35
Norway—\$1.35 \$1.35 \$1.35
Sweden—\$1.35 \$1.35 \$1.35
Switzerland—\$1.35 \$1.35 \$1.35
United Kingdom—\$1.35 \$1.35 \$1.35
United States—\$1.35 \$1.35 \$1.35
Canada—\$1.35 \$1.35 \$1.35
Mexico—\$1.35 \$1.35 \$1.35
Argentina—\$1.35 \$1.35 \$1.35
Brazil—\$1.35 \$1.35 \$1.35
Chile—\$1.35 \$1.35 \$1.35
Colombia—\$1.35 \$1.35 \$1.35
Cuba—\$1.35 \$1.35 \$1.35
Dominican Republic—\$1.35 \$1.35 \$1.35
Ecuador—\$1.35 \$1.35 \$1.35
El Salvador—\$1.35 \$1.35 \$1.35
Guatemala—\$1.35 \$1.35 \$1.35
Honduras—\$1.35 \$1.35 \$1.35
Nicaragua—\$1.35 \$1.35 \$1.35
Panama—\$1.35 \$1.35 \$1.35
Paraguay—\$1.35 \$1.35 \$1.35
Peru—\$1.35 \$1.35 \$1.35
Puerto Rico—\$1.35 \$1.35 \$1.35
Uruguay—\$1.35 \$1.35 \$1.35
Venezuela—\$1.35 \$1.35 \$1.35

BRITISH BULLION MARKET

LONDON, July 1.—Samuel Montagu & Co. state \$700,000 gold was available in the London market for the last week of which \$250,000 was secured for an unknown exportation. British gold imports for the week ended June 30 amounted to \$1,000,000. British gold exports for the week ended June 30 amounted to \$1,000,000. British gold imports for the week ended June 30 amounted to \$1,000,000. British gold exports for the week ended June 30 amounted to \$1,000,000.

NEW YORK MILLS CALLS NOTE

NEW YORK, July 1.—Pittsburgh Flour Mills Co. has called for redemption July 1 its entire issue of 5 1/2 per cent serial certificates, notes at 102 1/2 per cent premium of 1/2 of 1 per cent for each unexpired year or fraction thereof.

AM. BROWN BOVINE NET ALUMPS

American Brown Bovine Electric Corporation reports for 1926 net earnings of \$21,400 after charges, but before federal taxes, compared with \$1,200,000 in 1925. Current assets are \$2,500,000 and current liabilities \$2,200,000.

NEW YORK BOND MARKET

(Quotations to 1:29 p. m.)

Am Ag (Chm 1924) 101 1/2
Am Ag (Chm 1925) 101 1/2
Am Ag (Chm 1926) 101 1/2
Am Ag (Chm 1927) 101 1/2
Am Ag (Chm 1928) 101 1/2
Am Ag (Chm 1929) 101 1/2
Am Ag (Chm 1930) 101 1/2
Am Ag (Chm 1931) 101 1/2
Am Ag (Chm 1932) 101 1/2
Am Ag (Chm 1933) 101 1/2
Am Ag (Chm 1934) 101 1/2
Am Ag (Chm 1935) 101 1/2
Am Ag (Chm 1936) 101 1/2
Am Ag (Chm 1937) 101 1/2
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Am Ag (Chm 1939) 101 1/2
Am Ag (Chm 1940) 101 1/2
Am Ag (Chm 1941) 101 1/2
Am Ag (Chm 1942) 101 1/2
Am Ag (Chm 1943) 101 1/2
Am Ag (Chm 1944) 101 1/2
Am Ag (Chm 1945) 101 1/2
Am Ag (Chm 1946) 101 1/2
Am Ag (Chm 1947) 101 1/2
Am Ag (Chm 1948) 101 1/2
Am Ag (Chm 1949) 101 1/2
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Am Ag (Chm 1961) 101 1/2
Am Ag (Chm 1962) 101 1/2
Am Ag (Chm 1963) 101 1/2
Am Ag (Chm 1964) 101 1/2
Am Ag (Chm 1965) 101 1/2
Am Ag (Chm 1966) 101 1/2
Am Ag (Chm 1967) 101 1/2
Am Ag (Chm 1968) 101 1/2
Am Ag (Chm 1969) 101 1/2
Am Ag (Chm 1970) 101 1/2
Am Ag (Chm 1971) 101 1/2
Am Ag (Chm 1972) 101 1/2
Am Ag (Chm 1973) 101 1/2
Am Ag (Chm 1974) 101 1/2
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Am Ag (Chm 1976) 101 1/2
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Am Ag (Chm 1991) 101 1/2
Am Ag (Chm 1992) 101 1/2
Am Ag (Chm 1993) 101 1/2
Am Ag (Chm 1994) 101 1/2
Am Ag (Chm 1995) 101 1/2
Am Ag (Chm 1996) 101 1/2
Am Ag (Chm 1997) 101 1/2
Am Ag (Chm 1998) 101 1/2
Am Ag (Chm 1999) 101 1/2
Am Ag (Chm 2000) 101 1/2

NEW COMBINE
WILL LINK UP
DANUBE LINESFour Great River Shipping
Companies Agree to
Pool Resources

VIENNA (Special Correspondence)—Opening of the summer shipping season marked also the beginning of operations of a new combine formed by four of the principal Danube companies. This working merger is simply part of the movement which has been so apparent particularly in Germany, during the last year or two, and which is now becoming internationally popular. The combine has agreed to pool resources, costs and profits, and has established common tariff control at the river ports of Bratislava, Vienna, Budapest, Regensburg, Opatowitz, and other points.

The main cause of the formation of the combine has been the disorganization of the Danube traffic since the war into a number of small riparian states, and the approaching completion of the Rhine-Main-Danube canal. The march of German industrial and commercial expansion toward the Balkans, must also be taken into account.

The Danube Act
After the war the Danube was made an international waterway under the jurisdiction of an international Danube commission, working under the so-called Danube Act. Against this act much criticism has been raised. The Hungarians take exception to the fact that the large canals and important rivers have not been internationalized like the Danube. These canals and rivers are consequently closed to international traffic. Further, foreign ships cannot ply freely on the Danube in the same country. The Hungarians complain also that they have been shut out from adequate port facilities in Rumania and in Jugoslavia; they complain about the chaotic situation in respect to duties and the neglect to keep the Danube properly dredged. Mr. Hines, the American appointed by the League of Nations to report on the Danube traffic, estimated that the time lost owing to this confusion amounted to 8000 ships in one year.

On Sept. 21 of this year the Danube Act will be discussed by the interested states with a view to improving the measure. Each of the Danube states is today keen on building up its river shipping. The pre-war Austro-Hungarian companies were heavily struck by the outcome of the war. Commerce has dropped roughly 50 per cent, whereas capacity to handle the trade has increased in the opposite direction by 25 per cent.

It is therefore possible to presume that with less nationalism and more mergers the river traffic should greatly improve. One feature of the situation has been the creation, in the larger river ports, of free zones, where goods can be deposited and reloaded without the duties usually put on incoming goods. These are being opened particularly in Vienna, Budapest, Regensburg, and Bratislava (Pressburg).

Before the war Austria's river export of goods amounted to about 1,500,000 tons annually. This has decreased today by about 25 per cent. Austria is, therefore, most desirous to regain its pre-war position on the Danube. When the Rhine and Danube are connected, it is expected that the great bulk of the river traffic will show itself especially in the grain, timber and oil, which will be carried up-stream, and the coal and iron down-stream.

EUROPE'S PROGRESS
REMARKED BY BANK
OF ITALY CHAIRMAN
NEW YORK, July 1.—A. P. Giannini, chairman of the Bank of Italy, returned to his home country after a business survey of Europe, said: "I have been abroad on a business survey and we have seen some investments in France, Germany and Belgium, particularly in bank stocks. I have been specializing in for some time."

"I am still an enthusiastic about New York bank stocks as when I left. France, Germany and Italy have been doing splendidly. Much better than I expected them to be doing. France was in a chaotic condition last year when we left, but now things have changed very much for the better. The country is on a stable ground and showing splendid progress."

The ever-increasing exportation of fresh and dried fruit to Europe and specially to European countries, chiefly grapes and apricots, is reported by the Italian trade, by scale, being Great Britain, Germany, Holland, Sweden and Denmark. It is suggested that there would be every advantage for exporters in southern Europe to seek markets in these northern countries where North America has placed its products.

Portugal is urged to develop the above-mentioned countries and to South America. The Algarve Province, in the south of Portugal is a perfect hub of fine figs and olives, and the times of industry in the chief source of wealth of that Province. The fig commerce should specially interest this country, being the only article mentioned in the United States statistics as having been imported from Portugal in 1926 to the amount of \$174.

In this line, says the report, Smyrna is Portugal's strongest competitor. Maps contained in the report prove that the chief articles for importation from Portugal into the United States are figs and olives. The outstanding freight rates from Boston to Lisbon and Oporto, yearly, are composed of hides, and in 1926 several cargoes of Canadian wheat are imported to this country. The Boston agents also state the question of navigation under the national flag, emigration, deportation, conditions of work in factories, legislation on sanitary conditions of industrial buildings, and other important topics.

ADROBACK POWER CALLS BOXES
The Adroback Power & Light Corporation has called for retirement at 100% and interest on Sept. 1, 1927, its entire issue of first and refunding mortgage bonds, Series of \$500,000. There are \$1,346,000 of these bonds outstanding.

JULIUS KATNER CALLS BONDS
NEW YORK, July 1.—Julius Katner & Co. calls for redemption Aug. 15 of its outstanding 10 per cent first mortgage bonds, Series of \$1,000,000.

LIBERTY BONDS
Open High Low High Low
2 1/2% 47 1/2 47 1/2 47 1/2 47 1/2
3 1/2% 47 1/2 47 1/2 47 1/2 47 1/2
4 1/2% 47 1/2 47 1/2 47 1/2 47 1/2
5 1/2% 47 1/2 47 1/2 47 1/2 47 1/2
6 1/2% 47 1/2 47 1/2 47 1/2 47 1/2
7 1/2% 47 1/2 47 1/2 47 1/2 47 1/2
8 1/2% 47 1/2 47 1/2 47 1/2 47 1/2
9 1/2% 47 1/2 47 1/2 47 1/2 47 1/2
10 1/2% 47 1/2 47 1/2 47 1/2 47 1/2
11 1/2% 47 1/2 47 1/2 47 1/2 47 1/2
12 1/2% 47 1/2 47 1/2 47 1/2 47 1/2
13 1/2% 47 1/2 47 1/2 47 1/2 47 1/2
14 1/2% 47 1/2 47 1/2 47 1/2 47 1/2
15 1/2% 47 1/2 47 1/2 47 1/2 47 1/2
16 1/2% 47 1/2 47 1/2 47 1/2 47 1/2
17 1/2% 47 1/2 47 1/2 47 1/2 47 1/2
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TO ESTABLISH LIRA
AT 80 TO THE POUND
By Special Cable
ROME, July 1.—Following last year's decision, the fall of the Lira, the Government now has opened a campaign against those speculating in the Lira. The only currency that could be used to establish the Lira around a ratio of 80 to the pound, that being the calculated "reference point" for all interest adjustments consequent to the revaluation policy.

In view of this attitude, the Lira already has improved by dropping from two points from 84 to the pound of earlier in the week.

ADROBACK POWER CALLS BOXES
The Adroback Power & Light Corporation has called for retirement at 100% and interest on Sept. 1, 1927, its entire issue of first and refunding mortgage bonds, Series of \$500,000. There are \$1,346,000 of these bonds outstanding.

JULIUS KATNER CALLS BONDS
NEW YORK, July 1.—Julius Katner & Co. calls for redemption Aug. 15 of its outstanding 10 per cent first mortgage bonds, Series of \$1,000,000.

LIBERTY BONDS
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Connecticut

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BOSTON, FRIDAY, JULY 1, 1927

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EDITORIALS

Give the Geneva Conference Time

IT WOULD conduce greatly to international harmony and an intelligent understanding of world problems if people would but recognize that the halls of the League of Nations, at Geneva, are not maintained for the purpose of staging "love feasts," but rather as a place to which the most violent disagreements may be brought, discussed and finally determined, if possible, by reasonable compromise. If every man who looked in upon a court of justice, after contemplating for a time the furious discussions of rival counsel, should come away saying that the situation was hopeless and that society was bound to disintegrate because the parties to the controversy thus disagreed, it would offer a fair parallel to the way in which international conferences at Geneva are commonly regarded by the world at large.

The present conference for the limitation of naval armaments—an issue full of importance to the whole civilized world today—had hardly been called to order when the discovery that the three principal parties were not in thorough accord was blazoned to the world. Of course they were not! If they were, why go to the trouble of calling a conference for discussion and mutual deference to a common ideal?

When Japan courteously expressed a willingness to have the British proposals discussed, the people of the United States were asked to look upon this as a sinister step toward a renewal of the old Anglo-Japanese treaty for the domination of the Pacific. But proposals are brought to Geneva for the purpose of discussion. To reject them without inquiry—whether they emanate from the United States, Great Britain or Japan—would be to defeat the very purpose of the conference, and to make of it an instrument for fostering international resentments and hostility instead of an aid to enduring peace.

The diplomatic representatives at these conferences must view with amazement, not unmixed with amusement, the tendency to magnify their points of difference. The correspondents speak of their untroubled calm and their cheerful hope of a happy outcome with much the same mixture of incredulity and horror which Mr. Pickwick manifested when "Mr. Sergeant Buzfuz, who was counsel for the opposite party, dared to presume to tell Mr. Sergeant Snubbin, who was counsel for him, that it was a fine morning." That representatives of sovereign powers, now slowly recovering from the economic debacle of a world war, can possibly meet in sincerity of purpose to endeavor to avert such another disaster without chicanery, intrigue or the endeavor to entrap one country or another into a position of inferiority, seems to be a theory too seldom presented for public consideration.

Nor will progress toward an amicable conclusion be expedited if commentators at the conference insist on depicting this or that nation as a "traditional enemy" and testing every proposition by consideration of its effect upon a battle between a British and an American fleet. Doubtless it is true that naval strength is relative, and that comparisons are necessary to determine the reasonable sea power which any nation must maintain. Yet if the press and public men of the United States and Canada were continually balancing armaments and speculating upon the probable outcome of a war—as, for example, France and Germany have from almost time immemorial—the 3000 miles of unguarded frontier between the two countries would not be long maintained in its present peaceful situation.

The Washington Conference was a great step toward the intelligent limitation of naval armaments and the checking of ruinous competition in naval construction. Its results have been attacked by militarists, and during its continuance its success has been put in jeopardy by just such hasty and sensational comments as are now coming from Geneva. But there are few who would today undo what was then accomplished, and there is every reason to hope that Geneva will witness another step toward the attainment of the end foreshadowed at Washington.

Harmonizing Business Practices

IN THE establishment of the Federal Trade Commission during the Wilson Administration, an effort was made to bring the cold letter of the law into pulsing touch with daily business. How that ideal was not at first attained is only too apparent to the legal profession in general and to executives of large business affairs in particular. Since a sincere effort has been made by the administrators of the Trade Commission Act to effect a broad revision of the procedure in cases brought before them, and since these revised rules have been drafted in consultation with those directly involved, substantial improvement is naturally expected. How this is working out in practice is evidenced by individual cases which are coming up from time to time. One of the most recent was a decision in a court of the District of Columbia denying a writ of certiorari which sought to force the commission's action on a complaint which it had previously dismissed, and which some of the factors in the trade were endeavoring to have reopened. The court held that, had the commission ordered the company to cease any particular practice, that order might have been subject to court review, the natural inference being that where the commission finds no sufficient evidence to warrant positive action the matter is not to be reviewed by any such court procedure.

This decision involves a question of precedence which has been the subject of considerable discussion and study on the part of business in general. While it was intended that the trade commission should, in a measure, inform business what is and what is not an unreasonable trade practice, it was never intended by the framers of the law that this body constitute itself another agency to harass business men. It was for that reason that the trade commission drafted its rules of practice so that all

complaints filed against business concerns would be held in confidence until a preliminary investigation divulged whether or not there exists sufficient evidence to warrant the institution of a formal proceeding. Such procedure halts unwarranted complaints and protects the good name of a business concern against imagined grievances. The decision of the Supreme Court of the District of Columbia, therefore, in dismissing a writ in the Royal Baking Powder Company case, apparently approves the method of procedure which the trade commission has adopted.

The adoption of these revised rules of procedure some time back, with the decision of the court at this time seeming to affirm the position adopted by the commission, is a step designed to make this body of considerable service to the business community. This is an administrative body per se, and methods calculated to keep it such will render it more effective and more practical. In that way the commission enjoys an opportunity to make itself a truly constructive factor in the administration of the laws by harmonizing business practices throughout the country without incurring the friction of court indulgences.

Church Youth and Prohibition

THE recent convention of the New York State Christian Endeavor Union sounded a note of optimism regarding the future of law enforcement in the United States. The general secretary of that body, Carleton M. Sherwood, in speaking to this assembly of 5000 Christian youth of New York State, said: "The crusade for a sober America is still on. Let the law-abiding forces of America unite. Let them forever settle this question. America once and for all settled the question of the right of secession. It thought it had settled the right of nullification. Let that question be settled now." The vociferous applause that greeted that statement was a clear indication of the fact that as far as those particular young people were concerned constitutional prohibition in the United States is here to stay.

On still another occasion, during the course of this same convention program, Fred B. Smith of New York City, chairman of the Citizens' Committee of One Thousand for Law Observance and Enforcement, said: "The political party that wobbles on the question of prohibition in the United States will go down to a well-deserved defeat." This utterance brought the convention to its feet, and the demonstration that followed augured well for the future of the prohibition amendment.

The New York State Christian Endeavor Union has somewhere in the neighborhood of 130,000 members. These young people stand upon the threshold of voting age. Their interest in the question of this national social reform will soon be registered in a more tangible form than in convention demonstrations. We cannot but believe that the sentiment expressed by the Christian youth of New York State reflects, in the main, the point of view of countless thousands of young people who are organized under the United Society of Christian Endeavor, the Epworth League, the Baptist Young People's Union, the Luther League, and numerous other religious bodies of Christian youth. This fact is not sufficiently taken into account in appraising the attitude of the younger generation on this particular question of public policy.

It is too often glibly affirmed that the young people of America within late years have evidenced an alarming disrespect for law, and more specifically for the prohibition law. We have never believed this. The aggressive resistance of such groups as the New York State Christian Endeavor Union but confirms our hope and strengthens our faith that the Christian youth of America may be depended upon to give permanence to the great task of making and keeping America sober.

Who's Giggling at the Eclipse?

IF THE eclipse of the sun did nothing else than to thrust Giggleswick into the public eye it performed a public service. Giggleswick, hitherto unknown to the world at large, furnished the observation point from which, said press reports, "tens of thousands of awed spectators saw a magnificent sight such as had not been witnessed in Great Britain in more than 100 years."

Giggleswick is in the county of Yorkshire, Eng., and its name is more or less familiar in the British Isles, according to the Gazetteer, because of its grammar school. Otherwise it has made no great bid for notoriety. The notable service performed by the eclipse of the sun in naming this little town as a point of special advantage for observation lies in presenting to the world a name so saturated, so to speak, with giggles. The very name inspires a giggle.

We venture to say that newspaper readers all over the world got more giggles out of Giggleswick than any other wick that ever shed its radiance for the benefit of humanity. And what, next to a hearty laugh, is better than a few giggles?

A Whitley Councils Development

INTEREST in the work and progress of Whitley Councils has been stimulated by the recent renewal of an effort to persuade Parliament to pass a private members' bill which would have the effect of giving legal sanction to agreements entered into by the representatives of employers and workers on any Whitley Council. This would have the further effect that the agreement would then be binding on all employers and workers in the particular trade or industry concerned.

The movement to widen the authority and responsibility of the joint industrial councils in this manner has arisen because in certain trades employers who have not approved of an agreement have withdrawn from membership of their federation, through which they are represented on the council. They have afterward regarded themselves as free to ignore the agreement and to pay lower wages, with the result that the employers who observe the agreement are placed at a competitive disadvantage.

It is argued, therefore, that if the decisions of the councils were obligatory on everyone in the industry, as in the case of trade board awards, this unfairness would be avoided.

Although there is a wide difference of opinion on the matter within the Whitley Council movement, both employers' and workers' representatives on many councils are in favor of the change. The chief argument against it is that the essence of "Whitleyism" is the expression of voluntarism on which the movement has so far relied. It is contended that trade boards come within a different category. These bodies were set up to improve conditions in sweated trades, or in occupations in which the workers were not organized in trade unions. When an award is made it is supposed to have regard to the worst placed undertakings in the trade, and it must be approved by the Minister of Labor, who has power to suspend it if he thinks that injustice is being done to any section of the employers.

The aim of the Whitley Councils, on the other hand, has been to set the pace, as it were, in industrial progress. The terms of agreements have been influenced by the more progressive thought, and there has been no compulsion on anyone to carry them out. Some believe that this is the best way to advance toward better conditions and greater industrial efficiency. Nevertheless, it is admitted that if the demand for a protective measure such as that described above comes spontaneously from the councils, it should not be rejected without very good reason. So far the views of several of the most successful councils have not been made known, and to ascertain exactly what the prevailing opinion is the Minister of Labor has addressed to each council a request for precise information. When this is received the Government will be in a better position to decide its policy toward the measure.

Meanwhile the discussion tends to take a wider range. Some of the leaders are suggesting that a close examination of the whole Whitley Council movement is due, with the object of discovering why some councils have achieved more than others, whether it is best to arrange wage settlements through the councils or to leave them to the trade unions, and in what new ways the councils can most effectively promote the progress of industrial peace and democracy. In the mood of disillusionment following last year's conflicts such an inquiry, conducted by trusted leaders on both sides in industry, could hardly fail to be fruitful.

Wealth's Waning Privileges

THE recurrent issues of the Social Register, that catalog of the socially elect, which is looked upon with such deference in American society, always offer some interesting statistics, with a bearing upon the customs and manners of the wealthier classes in the United States. The summer number, just issued, is no exception to this rule. It calls attention to the fact that there are sixty-two more yachts in commission this summer than last, including forty-eight more steam yachts. To the average man who does his yachting in a canoe or on an excursion steamer this fact may be of little importance. Its real significance, however, lies not in the evidence it gives of increasing wealth and luxury, but rather in its implication that many who formerly turned to motoring for sport have been driven by the overcrowded highways to the seas for their summer relaxation. Those who now overcrowd the highways formerly had to stay at home.

Of collateral significance also is the fact that many fewer of those listed in this publication announce their summer residence in Europe than for some years past. What does that mean, in view of the fact that the sailings for Europe were never so great, and that in one day, last Saturday, 12,000 Americans set sail from the port of New York alone? Probably it indicates that in the thoughts of "social leaders" Europe, like the highways of America, is getting too crowded. The masses, as well as the classes, are reaping the pleasure and the intellectual advantages that come from foreign travel.

Democracy and prosperity are enabling the multitude to enjoy pleasures which two decades ago were reserved only for the wealthiest of citizens. The class that is, being crowded out may not like it, but in the end the significance of the phenomenon is that the masses of American people today are enjoying those better things of daily experience which long were denied to all save the possessors of great wealth and unlimited leisure.

Editorial Notes

An interesting testimony to the fact that an enlarging view of things in general is being reflected in the press is furnished in Canadian Finance, published in Winnipeg, Manitoba, as an independent journal devoted to investment, banking, insurance, trade and public affairs. In the middle of the front cover page in a recent issue is a short statement signed, "The Publishers," and captioned "Truth." Here it is, and it bears scrutiny:

—Truth:—May be silenced—but never killed;
—Never is afraid of time;
—May be delayed—but never permanently sidetracked;
—Always is our best defense;
—May be uncomfortable—but never as dangerous as a lie;
—Never will hesitate at investigation;
—May be stubborn—but it never changes its story.

Of late years quite a number of what have been called international get-together meetings, sponsored by various large organizations, have been held, and each has done something toward welding the chain that is binding the nations in bonds of friendship. It is no surprise, therefore, that the recent meeting in Ostend of the international Rotarian convention, which was attended by a number of Rotarians from America, and which was a great success, has been described as one of those meetings from whose fellowship excellent dividends ought to accrue both of business and of friendship. The day is rapidly approaching when the Atlantic will have ceased entirely to be the wide ocean of the past, and too much effort can hardly be expended toward arousing a larger sense of comity between the nations on its either side.

Canada's Diamond Jubilee

By ARCHIBALD MACMECHAN

WHEN the Thirteen Colonies won their independence, Britain lost an empire. All that remained of her possessions in North America were Canada, a recently conquered French province, and Nova Scotia. The total population was probably 100,000 persons, of which 70,000 were French-Catholics.

Besides, Britain had a foothold in the west, held loose control of the Hudson's Bay Territory and a few islands. Out of these unimpressive fragments, the people themselves, of their own initiative, have organized the Dominion of Canada as it is today, nine provinces covering the northern half of the continent, a modern democracy with a population of more than 9,000,000.

For a century, the growth of the British North American colonies was slow. Differences in race and religion brought faction, rebellion, and deadlock. But men of vision had better dreams. They saw that as union was strength, and in 1867 they formed a confederation of the four eastern provinces—Nova Scotia, New Brunswick, Quebec, the French province, and Ontario.

The new Dominion came into being by an Act of the British House of Commons on July 1, 1867. Today cannon will boom, 10,000 bonfires will blaze, the carillon will ring from the Victoria Tower of the Parliament House at Ottawa, for all Canada rejoices in her unity, her progress, and her happy lot.

Confederation was a doubtful experiment. Some persons confidently declared it impossible, preposterous, too absurd to discuss. And indeed, they had, to all appearance, reason on their side. There was no guarantee of success; but sixty years have proved the vision of the Fathers of Confederation, and the more than doubtful experiment of 1867 has proved a glorious success.

The Thirteen Colonies achieved independence by separating; the Dominion has achieved practical independence by forming a union within the union of British nations. This was an original political idea, which brought about also the Commonwealth of Australia, and the Union of South Africa. In order to implement the terms of the federation pact, and join British Columbia to the east, the Government of Canada built a railway across 2000 miles of unpopulated prairie and two ranges of mountains.

Again some individuals declared that the new road would never pay for the grease on the ear axles. It has grown into the greatest transportation system in the world. It opened up the vast central steppes to settlement, and the old Hudson's Bay Territory is now three civilized, rapidly expanding, progressive provinces with churches, schools, cities. Here the standard wheat of the world is grown; and in a favorable year, like 1923, more than 400,000,000 bushels were brought to market.

Law, education and religion aided in the orderly development of the Canadian west. By the organization of the Royal Northwest Mounted Police, the King's writ ran from the international boundary to the Arctic Circle. The settlers from Ontario and the east saw to it that their children had schooling from the first. And all the churches followed the stream of immigration with pastors and missionaries.

Canada has become prosperous, and is rapidly becoming wealthier. The development of her immense water powers, the "white coal," assures her future for manufacture, while her credit rests on the basal industry of agriculture. The Great War demonstrated the energy of Canadians, their organizing ability, their steadiness to the end. For four years, the people lived upon the high table-lands of duty and self-sacrifice.

Canadians have a high regard for education. In six out of the nine provinces the provincial university is the capstone of the provincial system. In Quebec and Nova Scotia there is more diversity. The University of Toronto is the largest in the Empire, and its special character has recently drawn favorable comment from Mr. St. Louis Strachey, and the Carnegie Foundation for the Advancement of Education.

Canada has contributed a new religious idea to the world. After twenty years of debate, the Methodists, the Congregationalists and the Presbyterians united to form a new nation-wide church and sectarian barriers have been thrown down.

Literature came into Canada with the Loyalists, as the exiled "Tories" were called north of the boundary line. Within six years of their expulsion, they founded the first college, the first bishop's see, and the first magazine in what is now Canada. Halifax is the cradle of Canadian literature. Here T. C. Haliburton, of Loyalist blood, published "The Clockmaker," and so gave to the world the great comic figure of Sam Slick, the smart Yankee peddler.

Since then, literature has been cultivated in two French cities—Quebec and Montreal—and in Toronto and Ottawa.

The World's Great Capitals: The Week in Rome

ROME

INTEREST in the actual state and in the future possibilities of the African colonies which Italy has acquired at so great a cost is now general among the Italians. Tripolitania, or "the fourth shore," as the Italians proudly call it, has begun to attract visitors in large numbers, and certainly many more would have undertaken the journey if instead of the present old-fashioned and uncomfortable boats plying between Syracuse and Tripoli, via Malta, there were fast service of "de luxe" steamers. Tripoli undoubtedly is an attractive city for tourists, as much as, perhaps, Tunis or Algiers, for besides the town itself there is the interior to visit with its imposing excavations of Leptis Magna and of Sabratha, hardly second in importance to those of Rome itself. Unfortunately the present service leaves much to be desired; there are only two boats a week, and they are certainly unable to cope with the traffic and the needs of the flourishing young colony. Many Italians, too, complain about the tedious bureaucratic formalities which they have to go through if they want to visit the colony on business or for a holiday. The biweekly arrival of the packet-boat from Italy, anxiously expected by the whole population, constitutes always a great event, of never changing interest, in the experience of Tripoli, and its appearance is greeted by the salute of a gun from the castle, overlooking the fine harbor.

A notable effort has lately been made to stimulate interest in the literary production of Italy and the results obtained have been highly satisfactory. Impressed by the diminished sale of their books, the managers of the leading Italian publishing houses issued an appeal to the Italian people urging them to read Italian books and pointing out that in spite of her glorious literary past Italy was behind other nations both as regards the literary output and the number of readers. Accordingly a book fair was held throughout Italy, stands were erected simultaneously in the principal squares of every city and Italian books of every kind were offered for sale at greatly reduced prices. Well-known writers and novelists were seen addressing the crowds and this form of propaganda attracted buyers from all the social classes. In Rome, Florence, Milan and Bologna the stock of books was sold out before the end of the fair, and the sale of autographed publications rose to a very high figure. Encouraged by this success the managers of the Italian publishing houses have decided to hold periodically similar fairs, and in the hope of securing from the general public greater interest in books they have reduced their cost by 10 per cent.

A young lady who has begun to share a certain amount of the popularity enjoyed by her father is Signorina Edda Mussolini, the Duce's daughter. She has just accomplished her eighteenth birthday, and has been staying lately with

W. D. Howells "discovered" the poet Lampronia in 1888. Howells has stamped his approval of Charles G. D. Roberts' nature stories. Bliss Carman is known everywhere. Stephen Leacock is the outstanding humorist and satirist of America at the present day. The popularity of "Ralph Connor" is world wide, and is almost equalled by the popularity of Ellen Montgomery.

A Canadian woman, Mazo de la Roche, has just won the prize of \$10,000 offered by the Atlantic Monthly. One of the truest and most touching poems evoked by the war is the rondeau, "In Flanders Fields," by a Canadian, John McCrae. Following the Canadian instinct for co-operation, the authors of Canada have formed an association which undoubtedly will be a factor in furthering national unity. The Government of Quebec offers prizes annually to the value of \$3000 for works of native authors, either French or English.

Though suffering under the great disadvantage of a very restricted market, French-Canadian writers have achieved marked distinction. Fréchette's work was crowned by the French Academy. LeMay translated "Evangeline." The poems of Nelligan and Loiseau have been warmly praised by a Parisian critic. Paul Morin's "Le Poem d'Email" is of outstanding excellence, and his doctor's thesis on the sources of Longfellow shows him to be a thorough scholar. French Canada has been disclosed to the world by "Marie Chappdelaine." Both in the original and in Blake's translation of this idyll of the frontier he enjoys an immense popularity which shows no sign of abating.

The work of Marjorie Pickthall in verse and prose is supreme. She is a singer of songs such as Christine Rossetti sang, while her short stories have a poignancy and heroic quality which set them in a class apart.

Canadian painting begins with Homer Watson, the self-taught artist of the Grand River Valley in Ontario. Most notable is the rise of a new school, "The Group of Seven." Inspired by the work of Tom Thomson, these young men began painting the wild scenery of the Georgian Bay region in a new manner.

Their triumph came at the exhibition at Wembley. An eyewitness has described how the group of London journalists and art critics making the round of the picture gallery came at last to the Canadian section. There was a universal gasp of surprise. Here was something striking and unexpected. The critics were most favorably impressed. One outcome of their favorable criticism was the purchase of Jackson's "Halifax Harbor" for the Tate Gallery.

Other distinguished Canadian painters are G. A. Read, Horatio Walker, Morris Cullen, Susot-Côté, Clarence Gagnon, J. W. Beatty and Ernest Lawson. Lawson and Walker are well known in New York.

Even more noteworthy is the success of Canadians in the unpopular and difficult art of sculpture. Philippe Hébert, the ex-Papal Zouave, executed the bronzes before the Legislative Building in Quebec, and important monuments to such makers of Canada as Champlain and Maisonneuve. Walter S. Allward designed the Brantford memorial to Alexander Graham Bell, the inventor of the telephone, and the noble monument to the Canadians who fell at Vimy Ridge.

Most remarkable of all is Tait McKensie, modeler of athletes. His "Returning Soldier" at Cambridge is the first art gift, as it were, from a colonial to the mother land. He also has been commissioned to execute a monument to the Scots from the United States who perished in the Great War. Its place is at the foot of Castle Hill, Edinburgh, and it will be his second art gift to Britain. It will also serve as a monument to Canadian genius.

What is the conclusion? Confederation might have failed in a score of different ways. The four original provinces might have fallen asunder, or never extended their boundaries beyond the Great Lakes. The three prairie provinces might now be states in the American Union and Canada confined to the St. Lawrence Valley and the northeast corner of the continent. Or the Dominion might have struggled under a hopeless burden of debt. None of these things befell the new nation. Canada means half a continent organized as a modern state, where men and property are safe.

Notwithstanding the severe strain of a four years' war, Canada recovered almost at once. Eight years after the armistice, she was able to reduce war taxation; and she is now the second most prosperous country in the world.

Canada has proved conclusively that she can reconcile warring interests, that she can rule and colonize, and carry on war without dismay; but, best of all, she has attained modest triumphs in education, in literature, in art, and in religion. The doubtful experiment of 1867 has proved a glorious success.

One of the most annoying duties of a cabinet minister is certainly that of receiving every day deputations and commissions which come from various centers to acquaint him with matters of local interest. Signor Mussolini as head of seven ministerial departments is literally besieged by requests of audiences of this kind, but in spite of his desire to get in direct touch with the people's representatives he finds it impossible, overburdened as he is with his work, to grant more than a few interviews a day. He has now issued strict instructions to all the prelates that all persons wishing to acquaint him with matters they consider important should do so through the ordinary channels, that is, through the prefects, who are the Government's representatives in the provinces. When the Duce decides to receive a commission this must be accompanied by the prefect, but only questions of national importance must be submitted to his consideration. The Duce's order greatly enhances the position of the prefects, whose authority is thus considerably increased, and at the same time relieves him from the tiresome task of giving long and superfluous audiences.

The Lido of Venice is preparing for the busiest and smartest summer season that it has long experienced. Visitors are already coming by thousands and it will soon become difficult to find accommodation in the principal hotels. Venice is the Italian city which attracts the largest number of visitors, and it is anticipated that the number of tourists who visited last year the Queen of the Adriatic will be considerably greater this season. Various programs for the summer months are already being planned, and include an international fashion show, a Pompeian night, four gala nights of jewels (the pearl, the diamond, the ruby and the emerald gala), numberless fêtes on the sea and a series of Venetian nights. Toward the end of July there will be held the international tennis tournament and in September the Schneider Cup races for hydroplanes will take place.